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1967–68

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ESTIMATES COMMITTEE (1967-68)

FORTIETH REPORT

(FOURTH LOK SABHA)

MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION

(DEPARTMENT OF AGRICULTURE)

(i) Deep Sea Fishing Organisation, Bombay; and

(ii) Landing and Berthing Facilities

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C_O_R_R_I_G_E_N_D_A

TO

Fortieth Report (Fourth Lok Sabha) of Estimates Committee on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) - (i) Deep Sea Fishing Organisation, Bombay; and (ii) Landing and Berthing Facilities.

Page 1, para 1.2(d), for 'suitable' read 'suitability'
Page 2, para 1.4, line 2, for 'started' read 'stated'
Page 3, line 16, for 'But' read 'Bull and otter'
Page 3, line 20, for 'shrump' read 'shrimp'
Page 3, line 37-38, delete 'with this department..... examinations'.
Page 4, line 27, add 'trips' after 'demonstrations'
Page 5, para 1.6, line 7, for 'demacated' read 'demarcated'

(p.t.o.)

B. Floating Staff . . . . . .

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Page 6, para 1.10, statement(column 2) for 'House' read 'hours'
Page 8, para 1.16, line 2, for 'west' read 'West'
Page 11, para 1.24, line 9, for 'taken the' read 'taken into'
Page 12, line 4 from below, for 'has' read 'have'
Page 13, para 2.3, line 6, for 'vessels' read 'operations'
Page 14, para 2.5, line 1, add 'submitted' after 'memorandum'
Page 17, line 2, for 'Nirloskar' read 'Kirloskar'
Page 23, para 2.25, line 2, for 'East' read 'West'
Page 24, para 2.28, line 5, for 'Section' read 'Station'
Page 25, para 2.31, line 1, add 'that' after 'stated'
Page 26, para 2.34, line 15, for 'stipped' read 'stipend'
Page 29, para 2.43, line 10, for 'obsolute' read 'absolute'
Page 29, para 2.43, line 11, for 'in adequate' read 'inadequate'
Page 30, para 2.45, line 5, for 'large' read 'larger'

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Page 33, line 4, for 'Set' read 'Sea'
Page 33, line 18, for 'got' read 'go'
Page 36, line 7, for 'made' read 'make'
Page 37, para 3.9, line 3, for 'shodld' read 'should'
Page 38, para 3.12, line 4, for 'oprations' read 'operations'
Page 39, para 3.18, line 8, for 'long-live' read 'long-line'
Page 40, para 3.24, line 3, for 'explanatory' read 'exploratory'
Page 44, para 4.5(1), line 3, for 'Verabal' read 'Veraval'
Page 49, para 4.14, line 11, for 'Coachin' read 'Cochin'
Page 50, para 4.15, line 3, add 'been' after 'now'
Page 52, para 4.17, against 'Executing Agency' for 'Agrculture' read 'Agriculture'
Page 52, para 4.17, against 'Co-operating Government Agency' for 'Communty' read 'Community'
Page 54, line 17, for 'opeditious' read 'expeditious'

(p.t.o.)

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Page 62, line 8, for 'Rs. 500' read 'Rs. 500 lakhs'
Page 64, para 5.8, line 17, for 'reimbursemed' read 'reimbursed'
Page 65, para 5.9, line 5, detele 'of'
Page 93, S.No.26, line 11, for 'o' read 'to'

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(1967-68)

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Shri K. D. Chatterjee—*Under Secretary.*

INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Fortieth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—(i) Deep Sea Fishing Organisation, Bombay; and (ii) Landing and Berthing Facilities.

2. The Committee took evidence of the representatives of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) and the Deep Sea Fishing Organisation, Bombay on the 8th November, 1967. The Committee wish to express their thanks to the Secretary, Joint Secretary, Joint Commissioner (Fisheries) and other Officers of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) and Superintending Engineer, Deep Sea Fishing Organisation, Bombay for placing before them the material and information they wanted in connection with the examination of the estimates.

3. They also wish to express their thanks to Shri Kurwath Damodaran, Vice-Chairman of the Marine Products Export Promotion Council, Ernakulam; Shri R. Madhavan Nayar, Ex-President, Seafood Canners and Freezers' Association of India, Cochin and Dr. N. K. Panikkar, Director, National Institute of Oceanography, Council of Scientific and Industrial Research, New Delhi for giving evidence and making valuable suggestions to the Committee.

4. The Committee also wish to thank Shri T. Muthu-Kannapan, Member, Central Board of Fisheries; Dr. S. B. Setna, Managing Director. New India Fisheries Ltd., Bombay and Kerala Fisheries Corporation Ltd., Ernakulam for furnishing Memoranda to the Committee.

5. The Report was considered and adopted by the Committee on the 11th March, 1968.

6. A statement showing the analysis of recommendations contained in the Report is also appended to the Report (Appendix X).

NEW DELHI;
March 23, 1968.
Chaitra 3, 1890 (*Saka*).

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

DEEP SEA FISHING ORGANISATION, BOMBAY

CHAPTER I

INTRODUCTION

A. Objectives

1.1. Of the three great oceans of the world, the Indian Ocean is the least exploited one, the exploitation amounting to only about 2 million tonnes per annum as against 18 million tonnes from the Atlantic and 25 million tonnes from the Pacific Oceans. Recent studies have indicated high productivity of the Indian Ocean and the low yield is attributed to the lack of precise knoweldge regarding the exploitable fisheries and the low fishing effort. India's contribution to the landings from the Indian Ocean has been about 44%. Immediate prospects of landings from the surveyed off-shore belt (10 to 40 fathoms) are estimated to be in the region of 0.6 million tonnes.

1.2. The Deep Sea Fishing Station at Bombay was set up in 1946 with the following objectives:

(i) to carry out exploratory work for the purpose of—

(a) charting of fishing grounds;

(b) determination of the type of fish available;

(c) examination of the type of fish available;

(d) assessment of the suitable of different types of fishing vessels;

(e) assessment of the suitability of different types of fishing gear and equipment, especially, nets.

(ii) to train personnel for fishing operations on modern lines. [This function is now being performed by the Central Institute of Fisheries Operatives];

(iii) to test the commercial possibilities of deep sea fishing and making available the requisite data and information to those concerned so as to help and guide the expansion of the fishing industry.

1.3. During the Second Five Year Plan period, three more stations were started at Cochin, Tuticorin and Visakhapatnam. During the Third Plan, two new stations were also started at Mangalore and Veraval.

1.4. Asked to what extent the objectives of the Deep Sea Fishing Organisation have been fulfilled the Ministry have started in a written note as follows:

(a) The main objective has been to chart fishing grounds and obtain an idea of the quantity and variety of fish available together with seasonal fluctuations of the occurrence. The following table will indicate the area allotted for survey and the area covered:

Base	Area available 10—40 fathoms in sq. miles	Area surveyed by sampling
Cochin	7,560	1,647
Vizag	5,780	3,312
Bombay	14,840	6,272
Tuticorin	8,400	2,200
Mangalore	9,240	367
Veraval	28,000	5,756

Based on last three years data, an idea of the quantity of fish that can be expected in the off-shore area 10—40 fathoms is given below in the following table:

	Exploitable stock per sq. mile in tonnes	Total quantity of fishable stock	Quantity of prawns in tonnes
	1	2	3
Visakhapatnam	5·20	26,939	1,088
Tuticorin	9·9	83,496	7,644
Cochin	4·89	36,969	6,880
Mangalore	5·32	49,157	5,544
Bombay	8·77	1,30,147	5,194
Veraval	9·60	2,68,800	8,680
All bases	7·04	5,95,505	35,030

(The above figures are subject to change when more survey data are available and sampling has covered all the grounds).

(b) Determination of type of fish and examination of fish-data is analysed by Central Marine Fisheries Research Institute.

(c) To study the efficiency of the different type of vessels in Indian waters: This has been done with respect to the types of vessels which are already operating with the Organisation and it has been possible to evolve a suitable type of 50—60 ft. boat for efficient shrimp trawling. Following table gives the relative fishing efficiency of different horsepowers:

Catch per hour per H.P.

200—250 H.P.	100—160 H.P.	40—50 H.P.
0·75	1·34	1·96

(d) To operate different types of fishing gear for bottom and midwater fish. But trawling have been tried extensively and experiments have been made on gill-netting, purse-seining and tuna long line fishing. These experiments are continuing. It has been possible to evolve improved gear for shrump and small boat fish trawl.

(ii) The major handicap experienced by the department in the earlier stages of its inception is in regard to trained technical personnel to man the mechanised fishing vessels. To overcome this difficulty the Government of India deputed 7 ex-naval ratings to six months theoretical training in the Nautical College, Grimsby, U.K. and on their return to India they were put on a two-year practical training on board the departmental vessels under the charge of Foreign Skippers, Mates and Engineers. This batch of 7 trainees formed the nucleus of technical personnel to man the vessels of department. A scheme of both practical and theoretical training was started on board the vessels, with a batch of 8 candidates recruited in 1951-52 on a four year stipendiary training. Simultaneously with the introduction of this scheme, the Ministry of Transport and Shipping was persuaded to introduce a system of examination for IInd Hand (Fishing) and Skippers. The syllabus for the examination was finalised in consultation with this department and the first batch of trainees passed their examination with this department and the first batch of trainees passed their examinations in 1954-55 duly qualifying themselves to man the vessels for efficient mechanised fishing vessels thus paving the way for complete Indianisation of deck personnel.

The Organisation (in four batches each lasting 4 years training) was able to turnout 64 qualified and efficient officers to man mechanised vessels upto 1962-63, a number of whom were given to the commercial fishery industry and various State Governments. The programme of this training was transferred to the Central Institute of Fisheries Operatives in the Government of India in 1964. The trainees recruited by the Central Institute of Fisheries Operatives continue to have their practical training on board the vessels of the organisation.

(iii) *Assistance to industries.*—While the Deep Sea Fishing Organisation is mainly concerned with resources exploitation, it has helped private industry to have an idea of the fishing operations. Vessels of this organisation were utilised by Messrs. Van Camps and other collaborators to obtain a first hand idea of the sea conditions in our waters.

Due assistance has also been rendered to various State Fisheries Departments and Private trawler-owners in workshops by providing them with the technical know-how for devising fisheries requisites, designing proto-types of useful equipment and digging up their craft.

Several fisheries requisites designed or modified by the Deep Sea Fishing Organisation in the context of the available data are now in wide-spread use, their advantage and efficiency having been proved by the results achieved.

Designs/blue prints of suitable fishing gear, fisheries requisites and fishing vessels are unreservedly being offered to all those interested in the development of fishing industry in India.

For the benefit of the fishing industry, demonstration are occasionally undertaken on board the fishing vessels. Similar trips are also arranged for the benefit of educational institutions interested in the work.

Several requests are being received from various centres in India seeking guidance in the manning of fishing vessels, provision of safety equipment on board, suitable pay scales for floating staff, technical know-how about Marine Equipment etc. and every effort is made to extend the assistance sought.

1.5. Explaining the working of the Deep Sea Fishing Organisation, the representative of the Ministry has stated during evidence as follows:

> "On the basis of the general information that is obtained from Central Marine Fisheries Research Institute, the Deep Sea

Fishing Stations conduct localised investigations as to actually how much fish can be caught, in what period of time and by what types of vessels and what type of net. If the results are found to be commercially feasible, then the results are tabulated and passed on to the industry. For the deeper waters, these are made into project reports, giving the economics."

1.6. Explaining the difference in the work of the Deep Sea Fishing Organisation and that of the Central Institute of Fisheries Technology, the representative of the Ministry has stated during evidence: "The Central Institute of Fisheries Technology has concentrated on the gear for smaller vessels. The Deep Sea Fishing Organisation works on the gear for bigger vessels." Asked whether the functions of the two institutions have been clearly demacated, the representative of the Ministry has stated during evidence that with the transfer of the Central Institute of Fisheries Technology to the Indian Council of Agricultural Research, the Craft Section has come to the Deep Sea Fishing Station and there will be one coordinated programme.

1.7. The Committee note that of the three great Oceans of the world, the Indian Ocean is the least exploited one, the exploitation amounting to only about 2 million tonnes per annum. They realise the great potentiality of the Indian Ocean and they will attribute its low exploitation to lack of precise knowledge regarding the exploitable fisheries and the low fishing effort. In the opinion of the Committee, although there is scope for intensifying exploitation in the in-shore belt, the main prospect will be in the exploitation of the off-shore and deep-sea resources, which are not being exploited at all at present. The Committee would like the Deep Sea Fishing Organisation to prepare a comprehensive scheme for effective exploitation of the deep sea fisheries for the period ending 1970-71 and plan the strategy for its execution in such a manner that quick results are achieved in the minimum possible time.

1.8. The Committee would suggest that close liaison and coordination should be maintained with the Central Marine Fisheries Research Institute, which provides the basis for work to the Deep Sea Fishing Organisation, and Central Institute of Fisheries Technology, whose functions in certain spheres appear to be on lines similar to those of the Deep Sea Fishing Organisation. The Committee would also stress the desirability of fostering close relations with other institutes set up by Central and various State Governments. Close coordination has also to be maintained with the industry, which will ultimately use the results achieved by the Deep Sea Fishing Organisation for commercial exploitation.

B. Exploration

1.9. As has already been stated, the main objective of the Deep Sea Fishing Organisation has been to chart fishing grounds and obtain an idea of the quantity and variety of fish available together with seasonal fluctuations of the occurrence. The following table will indicate the area allotted for survey, fish available in tonnes (10—40 fathoms) and the area surveyed:

Base	Area allotted for survey (Sq. Miles)	Fish available in tonnes (10—40 fathoms)	Area surveyed (Sq. Miles)
Visakhapatnam	5,780	26,936	3,312
Tuticorin	8,400	84,496	2,200
Cochin	7,560	36,969	1,647
Mangalore	9,240	49,157	367
Bombay	14,840	1,30,147	6,272
Veraval	28,000	2,68,800	5,745
TOTAL	73,820	5,95,505	19,543

1.10. The findings of the surveys conducted are given in the table below:

Base	Fishing House	Catch in kgs.	%age of shrimps	Average catch per hour
Visakhapatnam	5,166	5,07,631	4·07	98·3
Tuticorin	1,728	3,06,103	9·15	177·1
Cochin	4,371	4,33,260	18·63	99·1
Mangalore	1,113	15,08,073	11·23	135·6
Bombay	6,062	11,63,073	3·97	191·9
Veraval	2,186	3,76,676	3·22	172·3
TOTAL	20,626	29,27,618	6·93	142·4

1.11. Explaining the reasons for low progress made in this behalf, the representative of the Ministry has stated during evidence as follows:—

"The task before the Deep Sea Fishing Station was to survey the continental shelf and also survey the deep sea, *i.e.* the whole of the Indian Ocean which can be fished from the Indian coast. Taking into account the machinery available, the Central Marine Fisheries Research Institute divided the coastal zone into 100 square miles plots. Deep Sea Fishing Station was given a statistical programme of random sampling the plots. Targets year to year could not be laid down because the position about the vessels was rather unsatisfactory from the very beginning. As the work continued the coverage programmes were revised every six months and fresh programmes indicated to the Deep Sea Fishing Station. On that basis, we have been able to survey about 25 per cent of the area. This has given the idea that we can take out 6 lakh tonnes of fish commercially from 10 to 40 fathom line."

1.12. Asked whether there is any proposal to conduct surveys beyond 40 fathoms, it has been stated in a written note submitted to the Committee that two vessels of 106′ length have been sanctioned to survey beyond 40 fathoms and up to 80 fathom. These will have sufficient horse power available for trawling at these depths. One vessel of 160′ has been sanctioned to trawl in the deepest trawl grounds available viz., 80 fathom to beyond continental shelf of 100 fathoms. In addition, this vessel can survey high seas mid-water fish resources. The survey programme will be a coordinated one with surveys on fishing and oceanographical conditions pertaining to occurrence of fish.

1.13. The Committee have been further informed during evidence that, "Shallow waters are now being exploited on the basis of whatever data we have given about prawns and so on. The medium level is also being exploited. It is done only by one company, the New India, which is working from the West Coast. We are now trying to induce other enterpreneurs to buy boats and get into the market. We are now trying to make it possible for them to obtain money—either on deferred payment or hire purchase."

1.14. The Committee desired to know whether it would not be desirable to invest more on shallow water fishing rather than on the off-shore fishing and deep sea fishing which necessarily involves

larger financial outlay and foreign assistance. The representative of the Ministry has stated in reply that, "I would submit that it will be taking a defeatist attitude to think that exploration of 10 to 40 fathoms will not be in national interest. The results of the surveys have shown that there is fish available which can be caught and can be marketed usefully, and there is also an export angle in this. The fisheries project is one thing where any foreign exchange that is invested in any programme will get back the return within a couple of years in the foreign exchange earned by the extra catches."

1.15. The Committee have been further informed that the deep sea area is practically unexplored and unexploited by Indian nationals. However, some areas of the deep-sea are exploited by large fishing vessels from other countries. Several species of tuna. seer, bill fishes, etc. are being caught by them.

1.16. Asked whether any steps have been taken to chart the fishing grounds on the west Bengal sea coast, the representative of the Ministry stated that, "We had several cruises organised by the Superintending Engineer. We used to get the results from *Kalyanis* (fishing vessels) when they were in the Bay of Bengal. Today this exploration in continuing from Visakhapatnam as a base as it is very expensive for us to undertake this work from Calcutta. It is a long distance to cover from sea mouth. On the basis of these results, we will be able to draw up a report on the Sunderbans." The representative of the Ministry has further stated that, "Considering the type of survey, we do, by operating from Visakhapatnam we cannot only cover parts of Andhra Pradesh and Orissa but we can also cover the Bay of Bengal, whereas if we bottle up a vessel in Calcutta, we will have to pay very heavy charges each time the vessel comes out of the port and, I believe, we lose more than 24 hours in going in and coming out."

In reply to a question, it has further been stated by the representative of the Ministry during evidence that, "Because this area (West Bengal) needed priority, the Government of West Bengal first used to have five vessels for deep sea fishing on a commercial basis. I suggested a survey first before a commercial operation was taken up. Instead of doing that, five vessels were purchased of the same type with inadequate horse power. The landings were not quite satisfactory. Finally, the Government of West Bengal gave up the scheme and we took over three vessels for our exploratory purposes. So, we have to go through the process of a pilot scheme before we take up a commercial scheme in the area because these vessels are very costly to run and very costly to maintain. However,

there is one snag in deep sea fishing. India does not have suitable technicians as yet to do deep sea fishing. We have to depend on some type of foreign collaboration. Even the World Bank assistance have realised that we need suitable technicians in this line and they have said that we should get some foreign assistance."

1.17. The Committee have been further informed that the pilot project for developing the fisheries in West Bengal would depend on how soon the assistance from Canada is received. The representative of the Ministry has stated, "We are trying to negotiate with Canadians in this foreign aid programme which will be a fairly long-term aid programme. But we are certainly committed to take up this pilot project as quickly as possible because we are ourselves interested in increasing the fish supply to West Bengal market. We will try to expedite it on a priority basis. We will also examine taking up this project independently so that in case the aid does not come, it will not be held up."

1.18. In a written note furnished to the Committee in this connection, it has been stated that the pilot project for development of fisheries in West Bengal consists of three parts—(a) Reclamation of brackish water swamps into fish farms; (b) Fishing in the Sunderbans estuary; and (c) Deep Sea fishing in Bay of Bengal. For Deep sea fishing, three large vessels 100'—120' are to operate on different types of fishing. The project report is under consideration of the Canadian Government for assistance. Meanwhile steps are being taken to start pre-investment survey of swamps and a joint team has been set up with Government of India and Government of West Bengal to look into the operation of the programme.

1.19. The Committee are unhappy to note that it has been possible for the Deep Sea Fishing Organisation to survey an area of 19,543 sq. miles only out of the total area of 73,820 sq. miles within the offshore belt (10 to 40 fathoms) allotted for the purpose since the inception of the Organisation in 1946. As the programmes for survey are drawn up and revised every six months on the basis of availability of resources, the Committee feel that either the targets of survey set down for each station were unrealistic, or the Organisation have failed to achieve its basic objective, namely, charting of new fishing grounds. The Committee have no doubt that had the Deep Sea Fishing Organisation achieved this important objective, the production of fish would have been much more than what it is at present. The Committee would stress that the working of the Deep Sea Fishing Organisation should be geared up in such a manner that each Station is made responsible for conducting survey work in a specified area

during a specified period. It should be the responsibility of the Stations to fulfil the targets within the stipulated period. The reasons for shortfall, if any, in the achievement of the targets should be thoroughly examined and proper remedial steps taken by the Ministry.

1.20. In this context, the Committee note that while vessels from foreign countries are exploiting large fishing areas in the Indian ocean, such areas are practically unexplored and unexploited by Indian nationals. The Committee hope that as and when larger vessels are made available to the Organisation, exploratory fishing would be conducted in the deep sea belt also.

1.21. The Committee are unhappy to note the way in which the development of fisheries in the Bay of Bengal has been handled. It appears that initially no proper survey was made about the fisheries in the Bay of Bengal and the deep sea fishing operations undertaken by the Government of West Bengal on a commercial scale were unproductive. The Committee note that the Ministry have now drawn up a pilot project for the development of fisheries in West Bengal with Canadian assistance. The project report, *inter-alia* includes deep sea fishing in the Bay of Bengal with the help of three large vessels of 100ft. to 120ft. They also note that the project report is under consideration of the Canadian Government. The Committee would like the Ministry to complete the pre-investment survey expeditiously so that activisation of the project may not be delayed. The Committee would also like the Ministry to examine whether they could take up the work independently in case there is difficulty or uncertainty about the Canadian assistance.

C. Programmes of Work

1.22. It has been stated that the programmes of work of the Deep Sea Fishing Station, Bombay and its various Sub-stations are drawn up every quarter by the Central Marine Fisheries Research Institute, within the programmes of investigations approved by the Fisheries Research Committee.

1.23. It has been further stated that the supervision of the different Sub-stations is being carried out by the Superintending Engineer as Head of Department in regard to their efficient operations in general. Periodical inspection visits are undertaken and advice in regard to procurement of equipments is given by the Superintending Engineer. The Deputy Director/Assistant Directors of the Sub-stations exercise powers as Heads of Office in regard to the regular working of the sub-stations wherever necessary.

1.24. Asked whether there is any Programme Advisory Committee to advise the Deep Sea Fishing Station in so far as the formulation of its programmes is concerned, it has been stated in a written note submitted to the Committee that advisory committees were formed by the Government for the Deep Sea Fishing Station, Bombay and other Sub-stations for better co-ordination with the other departments. The working of this Organisation was discussed by the different advisory committees and the recommendations of the committees were taken the consideration for the implementation as far as possible. These advisory committees were dissolved by the Government of India sometime during 1965.

1.25. Now that the Central Marine Fisheries Research Institute has gone under the control of the Indian Council of Agricultural Research, the Committee would like the Ministry to ensure that the co-ordination between the Deep Sea Fishing Organisation and the Central Marine Fisheries Research Institute is not in any way disrupted. They hope that the research programmes of the Deep Sea Fishing Organisation will continue to be drawn by the said Institute in consultation with the Fisheries Research Committee. The Committee would also like to emphasise the necessity of completion of the research programmes within the stipulated time and maintenance of close coordination and liaison with the various Sub-stations.

CHAPTER II

FISHING VESSELS

A. Fishing Fleet

2.1. The strength of the fishing fleet available with Deep Sea Fishing Organisation during each of the three Plan periods may be seen at Appendix I. The sources of supply of these vessels may be seen at Appendix II. The following vessels were received from T.C.M.

(*i*) M.F.V. Bangada	(at present with Central Institute of Fisheries Operatives.)
(*ii*) M.F.V. Jheenga	
(*iii*) M.F.V. Sagarkanti	(Condemned and disposed)
(*iv*) M.F.V. Sagarpravasi	
(*v*) M.F.V. Sagarsundari	
(*vi*) M.F.V. Sagarkumari	
(*vii*) M. V. Tarpon	(at present with Central Institute of Fisheries Operatives)
(*viii*) M.V. Samudra	
(*ix*) M.F.V. Sardinella	Condemned and disposed during 1965.
(*x*) M.V. Gudjon	
(*xi*) M.V. Meenakshi	Condemned and disposed during 1967.
(*xii*) M.V. Sea Horse	
(*xiii*) M.L. Sagarvihari	
(*xiv*) M.F.V. Meenalochani	Condemned and disposed during 1965.
(*xv*) M.T. Kalyani-III	Taken over from Govt. of West Bengal during 1964.
(*xvi*) M.T. Kalyani-IV	
(*xvii*) M.T. Kalyani-V	
(*xviii*) M.L. Durga	
(*xix*) M.L. Meera	
(*xx*) Flying fish	

The vessels at Sl. No. (iii) to (xvii) has been initially received by various maritime States in India but were transferred to the Deep Sea Fishing Organisation in 1957. Necessary assistance in the form of equipment, accessories, fishing gear, services of techni-

cians, etc. also had been received from T.C.M. The vessel Dan-Boat-II was received from F.A.O.

Under Colombo Plan and F.A.O., fishing experts have been asigned to the Deep Sea Fishing Organisation on several occasions. However, no direct assistance has been provided by the Indo-Norwegian Project.

2.2. The strength of the fishing fleet (Station-wise) has been stated to be as under:—

Name of the Station	Name of the vessels attached
1. Deep sea Fishing Station, Bombay.	(*i*) M.T. Kalyani-IV (*ii*) M.T. Kalyani-V (*iii*) M.V. Sagar Pravasi (Proposed to be decomissioned) (*iv*) M.F.V. Sagarkumari (Proposed to be decommissioned in 1968).
2. Offshore Fishing Station, Cochin	(*i*) M.F.V. Pratap (*ii*) M.F.V. Flying Fish (*iii*) M.L. Durga
3. Offshore Fishing Station, Tuticorin.	(*i*) M.F.V. Jheenga (*ii*) M.F.V. Meenabharati (*iii*) M.F.V. Sagarsundari (Proposed to be decommissioned in 1968).
4. Offshore Fishing Station, Visakhapatnam.	(*i*) M.T. Ashok (*ii*) M.F.V. Champa (*iii*) Dan Boat-II (Proposed to be decommissioned).
Total No. of Fishing Vessels-13	

2.3. It has been stated that during the year 1964-65, there were 24 fishing vessels of varying sizes and horse powers available with the Deep Sea Fishing Organisation. Out of these 24 vessels, on a reappraisal of their utility *vis-a-vis* their capacity to conduct exploratory work, the Superintending Engineer recommended scrapping of four vessels. During 1965-66, the exploratory fishing vessels were conducted with a fleet of 19 fishing vessels as against the 24 fishing vessels in 1964-65, while in 1966-67, the fishing operations were conducted with a fleet of 15 fishing vessels. The four vessels were decommissioned and recommended for scraping. Two of these vessels have recently been transferred to the Central Institute of Fisheries Technology. So only 13 vessels have been left at the disposal of the Deap Sea Fishing Organisation.

2.4. Asked whether the fishing vessels available with the Deep Sea Fishing Organisation were adequate, it has been stated in a written note submitted to the Committee that the existing fleet of 13 vessels does not meet the requirements of the Organisation. Besides seven of these vessels are wooden vessels and they would not be able to operate much longer and they will have to be decommissioned within the next 10 months or so.

2.5. In this connection, an expert on fisheries in his memorandum to the Committee has stated as follows:—

> "For the proper exploitation of high sea fisheries, large fishing boats are necessary and trawler, clipper and mother-craft type boats will be necessary and this should be strongly encouraged. The exploratory fishing operations started and continued by the Government of India—Deep Sea Fishing Station at Bombay was aimed towards this objective and the work it has done has to a considerable extent helped the development of commerical fishing in Bombay. Parallel developments in the private sector have not kept pace with the extent of work of the Deep Sea Fishing Station. To a large extent the work of the Deep Sea Fishing Station has been declining during the past few years and it has been particularly so during the Third Plan period. The reason is that not a single new vessel was added to the Government of India Fleet of Vessels while a few were condemned as unfit. Even good offers of constructing vessels indigenously were not accepted by Government and the Government has not been able to act with speed in the matter of helping the growth of commercial fishing fleets. ..... The exploratory fishing activity which these vessels of the Organisation are doing in Bombay, Cochin, etc, are now next to nothing because most of the vessels are doing a single day or two day fishing, engaging themselves in working areas near the Ports which are too well-known and bringing catches which are disappointingly small as compared with commercial vessels."

2.6. Asked whether there is any proposal to augment the strength of the fishing fleet during the Fourth Plan period, it has been stated in a written note submitted to the Committee that it has been decided in consultation with the Ministry of Finance to procure nine additional fishing vessels and to procure ten 57' vessels in replace-

ment of already condemned vessels. A proposal to procure 8 more vessels of 57′ size in replacement of vessels likely to be condemned shortly is under consideration. Recently an expenditure sanction of Rs. 234.50 lakhs has been accorded for the procurement of nine new trawlers of the following types during the Fourth Plan period:

		Source	Estimated	
			Cost	Foreign Exchange
57 ft. . .	4 vessels	Indigenous	36·00	2·5
73 ft. . .	2 ,,	Do.	20·00	20·00
105 ft. . .	2 ,,	1 from France and another from GOR	60·00	60·00
160 ft. . .	1 vessel	..	Rs. 100·00	100·00

In addition, 18 vessels of 57′ size are to be procured in replacement of vessels condemned or to be condemned. The estimated cost of these vessels is Rs. 162.00 lakhs. These will be got fabricated in India. The foreign exchange involved will be Rs. 11.25 lakhs.

2.7. The Committee are constrained to note that the strength of the fishing fleet at the disposal of the Deep Sea Fishing Organisation has been dwindling from year to year. They are all the more unhappy to observe that the Government seem to have taken no steps to keep up this strength even when they were aware that this strength in itself was considered to be inadequate. The Deep Sea Fishing Organisation cannot be expected to carry out the exploratory work, which is its main objective, smoothly and efficiently without adequate fishing fleet. This may be one of the reasons why the Deep Sea Fishing Organisation is far behind the targets laid down for exploration. The Committee would like the Government to take energetic steps to acquire the necessary fishing vessels as early as possible, the expenditure for which has now been sanctioned. In this connection, the Committee would also like to draw the attention of the Government to the recommendation contained is para 3.29 of their Thirty-Sixth Report (Fourth Lok Sabha) on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.

2.8. The Committee would also like the Ministry to investigate whether it is correct that the exploratory fishing activity of the vessels of the Organisation is confined to areas which are too well-

(4) M|s. The Hooghly Docking Engineering Co. Ltd., Howrah.

(ii) *Acquisition of Jheenga type vessels*

On 18.11.1964, 16 Indian firms were requested to give an idea of the price of the 55′ Jheenga type vessel, foreign exchange required and the period of delivery. Only the following five firms quoted (1) Shalimar Works Ltd., Calcutta; (2) M/s. Malabar Sea Food Processing & Multipurpose Cooperative Society, Cochin (3) Shri K. M. Padhmanabham, Cochin; (4) Calcutta Steam Navigation Co., Howrah; and (5) Garden Reach Workshop, Calcutta. The 16 firms addressed had been indicated by the D.G.T.D. and the quotations were sent to him. The D.G.T.D. after considering these offers was satisfied that it was not possible to place orders on these firms and agreed to the import of 25 trawlers. Quotations received by the Ministry had also been sent to all maritime State Governments and Union Territories on 13.12.65 but it was not possible for them also to place orders either departmentally or by Commercial fisheries enterprises in the State.

It has been further stated that in those circumstances at an inter-departmental meeting held in April, 1966, it was agreed that 25 vessels would be obtained against Swedish Credit and another 25 vessels would be obtained from Indian Boat Yards in order to meet the immediate demand for fishing trawlers for the Deep Sea Fishing Organisation and the State Governments. The Swedish Credit Agreement was signed on 29.6.1966 for the import of 57 feet trawlers at a total cost of Rs. 168.57 lakhs. While the visiting Swedish teams were finalising the design for the Swedish trawlers and examining the possibility of utilisation of the trawlers immediately they were received in the country, there were persistent representations from the Indian Boat Yards against import of trawlers which according to them would be built in the country. After a number of meetings during the latter part of 1966 and the beginning of 1967, it was ultimately decided that all trawlers of 57′ immediately required would be obtained from the indigenous builders. In June, 1967, the Ministry of Defence Production who are controlling Mazagon Docks and the Garden Reach Workshops suggested that they would be able to undertake construction of 40 trawlers immediately if orders are placed on the Garden Reach Workshops and the consortium headed by M|s Mazagon Docks Limited on the basis of the design prepared by them. The design was handed over for examination. During the month of June, 1967 the design was examined in detail in the Central Institute of Fisheries Technology by the Naval Architect and by the Deep Sea Fishing Organisation after which he went to Bombay for discussion with the Mazagon Docks Limited. In August, 1967, it was decided that all the boats would be built in the country and in an

inter-departmental meeting, it was decided that a Technical Committee would go into the question of finalising the design to suit the requirements of the fishing industry and the Deep Sea Fishing Organisation for the various tasks that will be undertaken. On 19.8.1967, in an inter-departmental meeting, the representative of the D. G. S. & D. indicated that it would not be possible for them to deviate from the normal purchase procedure and negotiate with the consortia as suggested by the Secretary, Defence Production. The matter was taken up during September, 1967 with the Department of Supply who were requested particularly to negotiate and purchase through the two consortia, one in the east coast and one in the west coast to be set up for the purpose. Committee of Economic Secretaries, in the meantime, decided that orders should be placed on the Department of Defence Production without delay. Department of Supply indicated in October, 1967 that purchase through the D. G. S. & D. would involve delay since the normal procedure would have to be followed and it would be difficult for them to place orders on the consortia direct. In view of the opinion of the Department of Supply, Cabinet Secretary was requested to get clarification from the Committee of Economic Secretaries if orders could be placed through the D. G. S. & D. on the two consortia at rates to be decided by negotiations. On 14.11.1967, the Department of Defence Production informed that the consortia had not been legally constituted and that negotiations would have to be made with the leaders of the groups of firms viz. M|s. Garden Reach Workshops and M|s. Mazagon Docks Ltd., and that contracts would have to be concluded with individual firms in the east coast and with the Mazagon Docks in the West Coast. On 21.11.1967, Secretary (Revenue and Expenditure), Ministry of Finance informed that Department of Supply had agreed that the D. G. S. & D. would procure trawlers and would negotiate with the leaders of the consortia, if approved by the Government. Accordingly, arrangements are being made to place indent on the D. G. & S. D. for the procurement of shrimp trawlers of 57' length.

2.12. The Committee have been informed during evidence that, "..... a decision was taken to find foreign exchange for 25 of these boats from the Swedish aid. But since then we had another look at it and those two consortia were then informed. There is a Western consortium and an Eastern consortium and we expect the 57 footer vessels to be manufactured between these two consortia. The question is one of negotiation of price. We are asking for powers to negotiate..... We are asking for the D. G. S. & D. to take powers to negotiate this contract." The representative of the Ministry has further stated that these powers were meant to avoid them from quoting arbitrary figures. Explaining further he has

stated that, "This (manufacture of the vessels) will be the first thing of its kind; they themselves do not know the limitations. So, it will have to be a cooperative effort at assessing what a fair price would be."

2.13. Asked whether the powers are not inherent in the D. G. S. & D. to negotiate, the representative of the Ministry has stated during evidence that, "They can do it, but in this case they want special orders. So. we have put it before the Secretaries Committee to get them the powers and we hope to clear it in a short time."

2.14. Asked what are the steps proposed to be taken in case the negotiations with the Consortia fail, it has been stated in a written note submitted to the Committee that this question has not been specifically considered but if this happens, it may be necessary to make assessments of capacity of the yards and call for tenders. The contract will include penalty, clause for violation of any items in supply, delivery and cost of the vessels.

2.15. The Committee note the number of fishing vessels proposed to be acquired during the period ending 1970-71 for fisheries development in the country. They are, however, constrained to observe that not a single fishing vessel has been acquired so far since 1966-67. They are also unhappy to note that there has been an inordinate delay in deciding whether the vessels should be imported or manufactured indigenously. They deplore the complacency shown by the Ministry as well as D. G. S. & D. in the matter so much so that they have not yet taken necessary powers to negotiate with the consortia about the production of fishing vessels in India. The necessity of executing such important projects with a sense of urgency and seriousness needs no emphasis. In the circumstances the Committee would like the Ministry to take effective and immediate steps to finalise the whole question without further delay. They would also like the Ministry to consider in advance the necessary steps that should be taken in case negotiations with the consortia fail, as in such an eventuality there is likelihood of further delay which will adversely affect the development programme.

C. Chartering of Vessels

2.16. It has been stated that it was proposed to charter two trawlers of special design from U.S.S.R. for examining their suitability in Indian waters as well as for the training of skippers, engineers and other operatives. In December, 1966, an agreement was entered into between Government of India and the U.S.S.R. for 300 million roubles

credit and the agreement provided for development of Deep Sea fishing. It is estimated that about 8 to 10 million roubles would be available for development of Deep Sea Fisheries. The steps which Government have proposed to take in pursuance of the Agreement for Cooperation in the field of fisheries are as follows:—

(i) Charter of two Russian fishing vessels for demonstration and training.

(ii) If the demonstration proves satisfactory, it is proposed to be followed by the establishment of a training centre in India with the assistance of the U.S.S.R., and

(iii) on the basis of the experience obtained from the operation of the two fishing vessels in the first phase, vessels may be purchased from the U.S.S.R.

With the visit of the Soviet Minister of Fisheries in August, 1967, some of the controversial points in respect of number of fishing vessels to be deployed for operation from various ports in the country and the facilities to be provided to the Soviet ships have been resolved. The Soviet Minister, however, wanted a general agreement on assistance and cooperation to be signed first and the details of the facilities required by the Soviet authorities for their fishing vessels, are being examined in consultation with different Ministries of the Government of India before the matter is placed before the Cabinet for approval.

2.17. The Committee have been informed during evidence that, "The previous Food and Agriculture Minister had discussed this matter in the U.S.S.R. during his visit, and the general idea was that we would, as soon as we could enter into an agreement with the U.S.S.R., obtain the vessels on charter from them. These two vessels, we thought, would be specifically suitable. The Joint Commissioner (Fisheries), Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) had been to the U.S.S.R.; he had a look at the vessels and it was finally thought that these vessels which were available would be most suitable to be tried out." Asked about the rates, the representative of the Ministry has stated that, "They were not fixed at the discussion. We had decided the type of the vessel suitable and the rates would have been fixed following the agreement with the U.S.S.R. We had got an agreement approved by the Cabinet. We have forwarded it to the Government of U.S.S.R. They had some difficulty apparently because they took more than a year to finalise the form of agreement. A specific agreement on fisheries has not been entered into as yet, between the Government of India and the U.S.S.R. There are several other matters

also which come into the scope of the agreement and which are under discussion."

2.18. The Committee have been further informed during evidence that, ".....from the beginning, the U.S.S.R. has been trying to get harbour facilities for their fleet working in our water. From the beginning we have been contesting that....."

2.19. Asked about present position in regard to the chartering of vessels, the representative of the Ministry has stated during evidence that, "Charter generally appears to be not feasible. That is why we are going all out for these vessels as quickly as possible and I might say that with the various steps that we are taking now, we are hoping that we will be able to push this thing through in the next couple of months."

2.20. Asked whether the U.S.S.R. put the conditions regarding harbour facilities to be given to their ships at the first time when the proposal of chartering their ships was considered, the representative of the Ministry has stated during evidence that, "They have changed their stand and put in some new clauses."

2.21. In reply to a question, it has been stated that there has been no occasion to negotiate with Japan for chartering of vessels. In fact, the chartering of foreign vessels is not encouraged since the charterage comprises 30 per cent to 40 per cent of the capital cost of the trawlers chartered. From the foreign exchange point of view, therefore, it is not desirable to charter trawlers for fishing purposes.

2.22. The Committee feel that chartering of foreign fishing vessels should not be encouraged as a rule because the cost of charter, which works out to about 30 per cent to 40 per cent of the cost of the vessel (trawler), appears to be prohibitive. They suggest that instead of chartering the vessels, efforts should be made to purchase the vessels outright.

2.23. The Committee also feel that the proposal to charter the vessels from the U.S.S.R. merits close and careful consideration. In the opinion of the Committee, harbour and shore facilities in the Indian ports should not be given normally to any of the foreign fishing vessels. Giving of harbour and shore facilities to foreign fishing vessels will further accentuate the difficulties being experienced by the Indian vessels due to inadequacy of such facilities and will be detrimental to interests of Indian Fishing Industry and the country. Adequate safeguards have also to be taken to ensure that this does not affect the development of Indian fisheries particularly fish catches in deep sea in any manner. The Committee would expect the Gov-

ernment to examine such proposals in all details keeping a special watch over the interests of the country, before coming to any conclusions in the matter.

D. Working of the Deep Sea Fishing Organisation Vessels

2.24. The Committee desired to have a detailed note on the three vessels—Kalyani III, IV and V—which are operating for the Deep Sea Fishing Organisation. In reply, details as enumerated in the succeeding paragraphs have been furnished by the Ministry.

2.25. The vessels Kalyani-III, IV and V were taken over from the Government of East Bengal during 1964. The vessels were originally received under T.C.M. Aid by the West Bengal Government in the year 1953. The vessels have operated with the Organisation since the date of taking over to-date except for the vessel Kalyani-III which operated until July, 1965. The details of expenditure so far incurred on these three vessels have been stated to be as follows:—

	Rs.
Kalyani-III	27,513
Kalyani-IV	22,557·36
Kalyani-V	32,237·72

(An estimated repair cost of Rs. 5,40,000 is being paid in respect of the installation of T.C.M. Trawl, winch, auxiliary engines, modification and allied works carried out during the year 1966-67). The expected life of these vessels is 15—20 years.

2.26. Position about the other vessels available with the Deep Sea Fishing Organisation has been stated to be as follows:—

Name of the vessel	Cost of the vessel	Cost of repairs (upto October, 1967)	Expected Life	Source of acquisition
	Rs.	Rs.		
M.L. Durga .	66,030	1,06,122·67	9 years	T.C.M.
M.L. Sagar Pravasi .	58,102	1,34,697·04	9 years	T.C.M.
M.L. Sagar Kumari .	58,102	1,02,201·46	9 years	T.C.M.
M.V. Flying Fish . .	66,030	32,421·27	9 years	T.C.M. Indo-Norwegian Project.

2.27. Asked to furnish the figures of fish catches made by the vessels of the Deep Sea Fishing Organisation from Bombay and Cochin bases during each of last three years and figures of catches made by the commercial concerns during the same period from these bases, the Ministry have furnished the following figures:—

In respect of Deep Sea Fishing Stations:

Name of Station	Year	Catches in Kgs.	Value realised Rs.
Deep Sea Fishing Station, Bombay .	1964-65	381021	149232·52
	1965-66	278598	154311·65
	1966-67	461076	194951·07
Offshore Fishing Station, Cochin .	1964	117618·25	33657·46
	1965	175889·50	64374·42
	1966	179228·50	71161·93

In respect of commercial firm, M/s. New India Fisheries Ltd. Bombay/Cochin:—

	Year	Catch in Tons	Value Rs. in lakhs
M/s. New India Fisheries Ltd., Bombay	1964-65	594	3·00
	1965-66	1357	8·51
	1966-67	873	11·51
Cochin	1964-65	2282	58·03
	1965-66	1935	42·56
	1966-67	1769	84·40

2.28. It has been submitted that the figures in regard to the working of the vessels of M/s. New India Fisheries may be read only for the purpose of assessing the success that the private fishing company has achieved by intensively exploring the areas in regard to which the result of exploration conducted by this Section had already been published. The areas in which vessels of this Company generally operated are those areas where the abundance of fish has been conclusively proved during the exploratory work done by this Organisa-

tion. This company has modern vessels equipped with latest mechanical and electronic devices and reportedly even their fishing gear is designed on the basis of the most accurate technical know-how available in Japan out of the materials imported by them. Besides fishing in the areas known as prolific in fish explored by this Organisation, the company has also been fishing in certain further areas in view of the fact that their most modern equipments can facilitate such extensive and intensive fishing. The principle followed by this Organisation has been that once the fact of fisheries potential in areas explored are established through intensive exploratory work in different seasons and with different types of fishing gear, the data are passed on for compilation and dissemination. Thereafter the areas remaining unexplored are taken up with the result that most of the work is confined to exploration without regard to the monetary income-factor. The exploratory fishing work in unchartered areas generally cannot be expected to give returns on commercial basis and such nature of work adds to the expenditure of the Organisation because fishing in unknown waters on several occasion leads to information, both positive and negative, and in some cases leads to loss and damage to the fishing gear, in case the unknown areas happened to be either coral or rocky.

2.29. The Committee note the working of some of the vessels available with the Deep Sea Fishing Organisation. They are, however, distressed to find that the repairs costs of these vessels are very high. As a matter of fact, in some cases the cost of repairs already incurred is almost double the cost of the vessels. The Committee therefore, suggest, that it should be examined whether it will be worthwhile to continue to use some of the vessels even by incurring very high expenditure on repairs or it would be advantageous and economical to have them replaced by new vessels.

2.30. The Committee appreciate that the main job of the vessels of the Deep Sea Fishing Organisation is exploration. As such, fish catches of these vessels cannot be expected to be as high as those of the commercial firms. They, however, feel that efforts can be made to have increased catches of fish while conducting exploratory work, ensuring at the same time that the exploration work of the Organisation does not suffer in any manner.

E. Personnel for the Vessels

2.31. It has been stated at present the Deep Sea Fishing Organisation has the barest minimum of trained personnel required for operating the existing vessels. On procurement of additional vessels,

about 30 qualified skippers, mates, Bosuns and Engineers would be required. The requirements have been worked to be as under:—

Skippers	30
Mates	20
Bosuns	10
Engineers	30
Asstt. Engineers	30

2.32. In reply to a question, it has been stated that steps have been taken to get these persons trained in time in Central Institute of Fisheries Operatives, Ernakulam.

2.33. It has been stated further in a written note furnished to the Committee that the programme of training which was being conducted by the Deep Sea Fishing Organisation since 1952 was transferred to the Central Institute of Fisheries Operatives in 1964. The trainees recruited by the Central Institute of Fisheries Operatives, continue to have their practical training on board the vessels of this Organisation for putting on their sea time.

2.34. Before this function was transferred to the Central Institute of Fisheries Operatives, besides the crew employed on different mechanised fishing vessels of the Organisation, training was given to several candidates in three batches each lasting four years of training. All these trainees numbering over 41 successfully completed their training and are employed as qualified officers on board the fishing vessels of the Organisation on different State Government vessels and in private fishing companies. The trainees for the training programme undertaken by the Organisation were recruited on an All-India basis giving due preference to the candidates hailing from fishermen community. They were selected by a committee consisting of the respective Director of Fisheries of the State Government as well as the representative of the Deep Sea Fishing Organisation. The trainees during the period of the training were paid a stipped of Rs. 50/- during the 1st year, Rs. 60/- during the 2nd year, Rs. 70/- during the 3rd year and Rs. 80/- during the 4th year, per month. In addition, the trainees were paid a messing allowance of Rs. 60/- p.m. during the period of training. During the period of training, they were given the facilities for a three month theoretical training at the Nautical and Engineering college, Bombay, the expenditure on which training was met by the department.

2.35. The practical training on board the vessels of the department was given to the trainees in various aspects such as navigation,

handling the various items of equipment on board, hauling and shooting the nets, net making, net repairing, etc.

2.36. Taking into consideration the various crew members, apart from the candidates specifically recruited for training for the purpose of enabling them to qualify as certificated Hands, this Organisation has so far trained the following personnel:—

	No. of trainees	
	Departmental staff	Stipendary
(1) Mechanised fishing operations confined to training	120	41
(2) Mechanised fishing operations confined to yill netting	28	6
(3) Tuna long-line fishing	17	4
(4) Bull-trawling	20	8
(5) Shrimp-trawling	12	2
(6) Fabrication of fishing gear	120	41

2.37. The Committee note that the programme of training which was being conducted by the Deep Sea Fishing Organisation since 1952 has been transferred to the Central Institute of Fisheries Operatives in 1964. The Committee also note the requirement of technical personnel of the Deep Sea Fishing Organisation on procurement of additional vessels proposed to be acquired by Government. The Committee hope that the required trained personnel will be available by the time the new vessels become available. They would also suggest that close liaison and coordination should be maintained with the Central Institute of Fisheries Operatives for the purpose.

F. Prototypes of Exploratory Vessels

2.38. At the meeting of the Central Board of Fisheries held on the 29th/30th October, 1966, the then Chairman of the Board stated:

"With the increasing tempo of mechanisation of fishing crafts and the introduction of larger fishing vessels by the industry, the demand for fishery equipment and fishing boats would be on the increase. It is necessary that the indigenous manufacturers of marine diesel engines should progressively step up their capacity and servicing facilities. The Government are also taking steps to make use of the indigenous capacity for building fishing boats of proven design." He (Chairman) referred to the necessity of importing two or three prototypes of exploratory fishing boats which have been found suitable by the Fisheries Technical Mission for operation in Indian conditions and stated, "after gaining experience, the designs should be improved and further construction of such boats undertaken within the country. It would help streamline the production activities of the industry if arrangements were made for making available the various items of equipment from indigenous sources and also by advance planning of import of the balance of requirements from credit sources. Such a streamlined procedure would assist in maintaining the tempo of activity for bringing in additional units of fish production in an organised and expeditious manner."

2.39. Asked during evidence about the action taken on the said proposal, the representative of the Ministry has stated:—

"These two vessels were included in our scheme for strengthening the fishing fleet in the deep sea fishing stations. The two vessels are of 105 ft. in length. One vessel had been inspected in France and the other in German Democratic Republic. These two vessels were proposed to be purchased as prototypes. We had made the proposals in a combined project for strengthening the deep sea fishing scheme and this has been approved by the Finance Ministry and the Expenditure Finance Committee. Then we had obtained the specifications for these vessels from the foreign builders. We found that these vessels would need certain modifications. We have suggested the revised specifications and quotations. We were about to place the orders but the need to review all such orders came up. That was a month or two back, and as soon as this is cleared, we will be in a position to place the orders for these vessels."

2.40. In reply to a question, the Committee have been informed that the supply of these vessels will take place within 12 to 15 months from the date of placing the orders.

2.41. The Committee would like to stress that such important projects should be executed with a sense of urgency as these are vital for the development of India's fisheries.

G. Workshop and Dry-docking facilities

2.42. It has been stated that workshop facilities for running repairs are available at the Offshore Fishing Station, Cochin, Visakhapatnam and Tuticorin for minor repairs to the vessels. However, these workshops cannot attend to major repairs and overhauling, as they are not fully equipped and there is no departmental slipway on dry-dock available. These workshops have, however, been able to attend to most of the minor overhauling repairs to the vessels and equipment and the vessels do not normally come to Bombay for such repairs.

2.43. It has been stated in a Memorandum submitted by an Association to the Committee as follows:—

> "This (Dry-docking facilities for India's present fishing fleet) has not so far posed a serious problem. This is because of the fact that a very large number of the fleet are within the region of 30 to 36 footers made of wooden hulls. However, this will become a very serious problem if large fishing trawlers are to be put into operation. Dry-docking of steel vessels at least once a year is an obsolute necessity. The existing facilities are quite in adequate to take in a repair of even a small number of large trawlers. Therefore acquisition of large fishing fleet of sizes over 50 ft. can never be considered unless dry-docking facilities are also provided. These facilities must be available in the major catching centres where these boats are bound to be located. In the process of planning for the fishery industry this point must be taken into consideration and substantial allocation made for dry-docking facilities of the fishing fleet."

2.44. The Committee have been informed during evidence that, "With the addition of vessels, it will be absolutely necessary to have workshop facilities. Major repair facilities will be provided in selected centres. In every major port we are providing major repair faci-

lities." Asked to state why no agreement has been entered into with the respective port authorities who have already got workshop facilities at the ports, the representative of the Ministry has stated during evidence that. "This is what we have done so far. But their business has increased so much particularly in Cochin. In Vishakapatnam, we do not have that, much difficulty. So, we have thought of expanding the workshop not only for our exploratory vessels, but also for the commercial fleet. Otherwise, it will be top-heavy and un-economic."

2.45. The Committee note that workshop facilities for running repairs of minor nature to fishery vessels are available at Cochin, Vishakapatnam and Tuticorin. They, however, feel that in view of the fact that the future development of India's fisheries depends upon the large vessels, there is imperative need to provide major repair facilities at various ports. They also feel that adequate slipway and dry-docking facilities have also to be provided at some of the selected ports. The Committee suggest, therefore, that a comprehensive plan for the provision of workshop, slipway and dry-docking facilities at selected ports may be prepared and executed in a phased manner to avoid difficulties latter on. The Committee also suggest that close liaison and coordination should be maintained with the concerned port authorities for the purpose to avoid any overlapping and duplication. They feel that such liaison and coordination with the Indo-Norwegian Project is also imperative as they have built quite a big workshop at Ernakulam and a slip-way is under construction there.

H. Evaluation

2.46. The Committee have been informed during evidence that the work of the Deep Sea Fishing Organisation has been evaluated by the Research Committee and Central Marine Fisheries Research Institute. Administrative evaluation has been done by the Head of the Department, as is usually done, and he has furnished reports to the Ministry. There has been no outside agency evaluating this.

2.47. In a note dated the 12th November, 1963 the Joint Commissioner (Fisheries) has stated that he has surveyed the working of Deep Sea Fishing Organisation. His observations are as follows:—

> "I have made a quick analysis of the results achieved so far by the Offshore exploratory vessels. The scheme is mainly for sampling of the sea-bed to determine the quality and quantity of fish present and essentially dependent on the statistical method. The area available

and sampling done so far can be seen from the table below:—

Base	Area available 10-40 fathoms	Area sampled
	(in sq. miles)	
Cochin	7560	1647
Vizag	5180	3312
Bombay	14840	6272
Tuticorin	8400	2200
Mangalore	9240	367
Veraval	28000	5145

The efficiency of the vessels taken by H. P. can be seen from the following tables:—

	200—250 H.P.	100—160 H P.	40·60 H.P.
Cochin	0·9	..	2·50
Bombay	..	1·74	1·49
Veraval	..	..	2·52
Mangalore	..	..	2·40
Vizag	0·58	0·94	1·48
Tuticorin	..	..	1·37
			11·76

It will be seen that 40—60 H.P. vessels have been found more efficient than the rest.

The percentage composition of Prawn for monsoon and non-monsoon months is as below:—

	Monsoon	Non-monsoon
Cochin	47·6	14·98
Bombay	Average 2·52%	
Mangalore	Not available	
Veraval	Do.	
Vizag	Average 1·5%	
Tuticorin	Not available.	

Against a total contingent expenditure of Rs. 73·65 lakhs from 1961-62 and 1962-63, there has been an incidental income of Rs. 17,00,122 in connection with the exploration.

In the beginning it was not quite realised about the bases, the type of vessels and gear to be employed, as a result of which various types of boats and gear were attempted and in a few cases even the boats had to be re-modelled, changing them from gill netters to trawlers. Detailed analysis of the data is now in progress according to the arrangements made with Director, Central Marine Fisheries Research Institute, Mandapam. I may mention here that similar problems were faced by countries like Russia in developing their sea fisheries and their approach was somewhat different. They purchased the most efficient vessels from various countries and after operating them for some time, could determine, within a short period, what vessels to operate and gear to adopt and after that they went on mass scale to manufacture the same.

Our present programme of work should be (i) covering the offshore ground upto 40 fathoms in areas not covered, as yet by the smaller vessels; (ii) take up exploration of the deep sea particularly with reference to Tuna with larger vessels from the bases located in major ports. Tuna exploration from Tuticorin and Cochin are being taken up by one vessel with the help of an

F. A. O. Expert. It is desirable that deep sea exploration should start without any further delay specially when factory ships from Pakistan are reported to be operating in the Arabian Set off the Indian Coast and similarly, vessels from Pakistan have also been reported in the Bay of Bengal off the Orissa Coast. The exploratory survey should be conducted by vessels in pairs and the sea bottom has to be sampled according to randomised blocks which has not been done. Attention to this was drawn by the Research Committee in 1961, but re-organisation has not been done and has been taken up by entrusting the work to a qualified Statistician, who is likely to be posted either in Bombay or Cochin. He will be associated with a Biologist and the present Superintending Engineer can only look after the maintenance of vessels and obtain a larger number of fishing days which appears to be poor.

It has also been noticed that the superior officers rarely got out to sea for want of a job chart which is now being provided. It is also felt that import of spare parts has to be visualised years ahead, which will result in a larger number of fishing days than at present. Subject to these remarks, the scheme has certainly done useful work in giving an incentive to mechanised fishing, both by Government and Private Industry, leading indirectly to earning of foreign exchange which is likely to be in the region of Rs. 6 crores in the current year. It is now possible to take up commercial power fishing from other available harbours in India, a proposal which is being put up separately in connection with the Corporation and as such, we should not hesitate in getting the bigger vessels from abroad and taking up exploration of deeper waters."

2.48. The Committee feel that the evaluation report submitted by the Joint Commissioner (Fisheries) on the working of the Deep Sea Fishing Organisation merits close and careful scrutiny. The Committee agree that the present programme of work of the Deep Sea Fishing Organisation should be (i) to cover the offshore grounds upto 40 fathoms in areas not covered as yet; and (ii) to take up exploration of the deep sea particularly with reference to Tuna fish with larger vessels from the bases located in major ports. The Committee expect the Ministry to ensure that the above programme of work of the Deep Sea Fishing Organisation is fully implemented.

2.49. The Committee also feel that there is an imperative need for regularly evaluating the work of the Deep Sea Fishing Organisation to ensure that the results are commensurate with the expenditure incurred. The Committee have already recommended the periodical evaluation of the Central Fisheries Research Institutes in their earlier reports. Similar periodical evaluation should be conducted about the working of the Deep Sea Fishing Organisation also.

CHAPTER III

ADMINISTRATION

A. Organisational Set-up

3.1. The organisational set-up of the Deep Sea Fishing Organisation may be seen at Appendix III. Asked whether the organisational set-up of the Organisation and its various Offshore Fishing Stations is adequate for its smooth and efficient functioning, the representative of the Ministry has stated during evidence that, "At present it seems all right, but when new vessels come we are thinking of having a review of the whole organisation and gearing it to the additional vessels. We have started the work. It is very important that we do this."

3.2. The Committee note that the organisational set-up is adequate for the present working of the Deep Sea Fishing Organisation. In view of the fact that the larger fishing vessels are now proposed to be introduced, the Committee feel that the organisational set-up of the Organisation should be reviewed so that it could be geared up to meet adequately the expanding needs of the Deep Sea Fishing Organisation.

B. Floating Staff

3.3. It has been represented to the Study Group of the Estimates Committee which visited the Offshore Fishing Station, Tuticorin in September, 1967 that, "Pay-scales of the floating staff should be revised. It had not been done for the past eight years. Even though the pay-scales for the other staff under the Government of India had been revised in the light of the recommendations of the Pay Commission, nothing had been done in the case of the floating staff. The floating staff was very much dissatisfied about it. Everywhere in the world a fixed percentage of the catch was being given to the floating staff, *e.g.* Norway and Japan gave 5 per cent and 10 per cent respectively."

3.4. During evidence, the representative of the Ministry has stated that, "So far as the floating staff of the exploratory vessels is concerned, there are two catgories. One category is the crew of the exploratory or survey vessels and the other is the crew of the vessels which engage in experimental fishing. We had to make a detail-

ed study of the practices prevailing in most of the countries of the world because we have had a lot of agitation amongst the staff. They have been asking for better conditions of pay and better remuneration on the lines what is available in some other countries. So having made a study of the problem, we propose to adopt some of the practices which are in vogue elsewhere but for this we have to made a clear distinction between these two categories. Our organisation is different from a commercial fishing organisation in most places where this system of incentive to the crew is in vogue. That applies to commercial organisations in other countries but we have formed as a result of our examination of the problem that in the case of exploratory and survey vessels some kind of incentive is given. Now having examined the problem, we have decided that we should tackle it differently in respect of these two categories. So far as the crew of the experimental fishing vessels is concerned we have felt that it is necessary in order to most effectively utilise the vessels. It is the practice practically in every country to give some form of incentive bonus. We have recently drawn up a scheme. There is no similar scheme anywhere in the country. We have got that scheme approved by Finance. It has meant fixing minimum which has been extremely difficult because we have not operated our boats on commercial basis so far. So we have had to determine the minimum fishing—the minimum catch—which these vessels should achieve in order to qualify for this incentive bonus and we have fixed such minimum for different types of vessels in different areas and we propose to work this scheme. There are several difficulties in working this scheme immediately because there are very few vessels with us which are fully equipped and in good condition. When we get the vessels, then we would be able to go ahead appropriately with the scheme. So far as the other category is concerned, we will have to introduce some other kind of incentive. They are not required to give certain minimum of fishing results. They are required to explore new areas. So different system will be evolved and that will be evolved early."

3.5. So far as the scales of pay are concerned, the representative of the Ministry has stated during evidence that, "We know there is dissatisfaction amongst the staff. We have been consulting the Finance about the feasibility of revising the scales of pay. The difficulty which we had was that there was a general ban on the revision of pay scales. But we felt that in this particular case, there was a very strong case for the revision of pay scales and that this particular group of staff could be distinguished from other groups of staff and that there will not be repercussions of a general nature on other scales of pay elsewhere. On these two considerations we

were in favour of a revision of scales of pay of floating staff engaged in fishing vessels, we made a proposal which was recently considered by the Cabinet and approved by it. The proposal was that the general ban on revision of pay scales should not be operative in so far as these pay-scales were concerned. This has been approved by Cabinet and certain broad principles on which we should review these scales and refix them have also been approved by the Cabinet. So these proposals have gone to the Finance now. The approval of the Cabinet was received only last month."

3.6. Asked by what time the proposal will be implemented, the Committee have been informed during evidence that, "We are treating this on a high priority basis because we know that there is a lot of dissatisfaction amongst the staff. In fact, this is a point which both Finance and we are dealing on a top priority basis. I hope to settle it shortly with them."

3.7. The Committee are glad to note the steps taken for giving incentives to the floating staff engaged in experimental fishing vessels. They are also happy to note that necessary steps have been taken for revising the pay-scales of the floating staff. They hope that a scheme will soon be evolved for giving incentives to the floating staff who are engaged in exploratory vessels.

C. **Powers of the Superintending Engineer and Deputy Directors**

3.8. It has been stated during evidence that the Superintending Engineer's powers are those of a head of department. He has the powers to incur expenditure upto Rs. 500 on recurring items and upto Rs. 10,000 on non-recurring items. He has also the powers to accord administrative approval to original works upto Rs. 5,000. The Deputy Director's powers are upto Rs. 15,000 for calling of tenders and approving those tenders. About the powers to sanction expenditure on repairs to vessels, the Deputy Director's powers are limited to Rs. 1,000.

3.9. It has been further stated during evidence that in 1966 a proposal that the Superintending Engineer's powers to purchase stores shodld be upto a value of Rs. 1,000 without the need for calling for quotation, was made. This proposal was made in connection with the scheme of fishing with incentive bonus—and was considered in consultation with the Ministry of Finance. That scheme has not yet been started and the Ministry of Finance recommended that if there were any difficulties in practice, they would consider the matter. Asked whether the Ministry was going to renew the proposal again, the representative of the Ministry has stated, "We can take that up again with Finance."

3.10. The Study Group of the Estimates Committee which visited the Offshore Fishing Station. Tuticorin during September, 1967 have been informed that the Deputy Director could spend only Rs. 100 for a single item (non-recurring) and Rs. 10 for a single item (recurring). For repairs to vessels, he could spend Rs. 1,000 at a time and upto Rs. 5,000 per vessel a year. It was represented to the Study Group that these powers were very inadequate and that the maximum limit should be raised to Rs. 500 for non-recurring and Rs. 50 for recurring items.

3.11. The Committee suggest that the financial powers of the Superintending Engineer and the Deputy Directors may be reviewed to ensure that they are adequate to carry on the work of the Deep Sea Fishing Organisation and its various Offshore Fishing Stations promptly and efficiently. In this connection, the Committee would also like to draw the attention of the Government to the recommendation contained in para 2.21 of their Thirty-Sixth Report (Fourth Lok Sabha) on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.

D. Extension and Publicity

3.12. As has already been mentioned in the Report, while the Deep Sea Fishing Organisation is mainly concerned with resources exploitation, it has helped private industry to have an idea of the fishing oprations. Vessels of the Organisation have been utilised by Messrs Van Camps and other collaborators to obtain a first hand idea of the sea conditions in Indian waters.

3.13. Due assistance has also been rendered to various State Fisheries Departments and Private trawler-owners by the workshops of the Organisation in providing them with the technical know-how for devising fisheries requisites, proto-types of useful equipment and rigging up their craft.

3.14. Several fisheries requisites designed or modified by the Organisation in the context of the available data are now in widespread use. Designs/blue prints of suitable fishing gear, fisheries requisites and fishing vessels are being offered to all those interested in the development of fishing industry in India.

3.15. Several requests are being received from various centres in India seeking guidance in the manning of fishing vessels, provision of safety equipment on board. suitable pay-scales for floating

staff, technical know-how about marine equipment, etc. and every effort is made to extend the assistance sought.

3.16. It has further been stated that for the benefit of the fishing industry, demonstration trips are occasionally undertaken on board the fishing vessels. Similar trips are also arranged for the benefit of educational institutions interested in the work.

Details of the assistance rendered by the Deep Sea Fishing Organisation to fishery industry may be seen at Appendix IV. However, it has been stated that there is scope for enlarging this activity by organising it through organised extension.

3.17. Asked whether any fee is charged from private bodies for the assistance rendered to them, the representative of the Ministry has stated during evidence that, "We charge them for blue-prints of the boats. That is also a very reasonable charge. We have also developed some machinery and we charge a fee for that."

3.18. It has been further stated that in addition to a report on the work of S. T. "Meena" during 1948-49, which was published in 1954, the following papers have been published by the Officers of the Organisation in different Fishing Magazines and periodicals:—

(1) Technical terms in fishing gear materials and gear fabrication.

(2) Tuna long-line operation in the West Coast of India.

(3) Tuna long-live gear; Its construction from indigenous materials.

(4) Hydrographic Winch.

(5) Tuna long-line operations: Deck arrangements, machineries and accessories.

(6) A winding machine for "Sekiyama."

3.19. The Committee do not view the extension activities being undertaken at present by the Deep Sea Fishing Organisation as satisfactory. Mere collection of useful information without disseminating it to the users, especially the industry, serves no useful purpose. The Committee, therefore, stress that the results achieved through the exploratory cruises and researches being conducted by the Organisation should be immediately passed on to the fishery industry so that they could put them into practical use. The Committee suggest that an integrated scheme for giving publicity to the results achieved by the various Wings of the Organisation may be drawn up and put into operation with the assistance of the State Governments.

E. Sub-Stations

3.20. It has been stated that four Stations of the Deep Sea Fishing Organisation are at present functioning. They are as follows:—

(1) Deep Sea Fishing Station, Bombay.

(2) Offshore Fishing Station, Cochin.

(3) Offshore Fishing Station, Tuticorin.

(4) Offshore Fishing Station, Visakhapatnam.

The Headquarters of the Organisation is at the Deep Sea Fishing Station, Bombay.

3.21. It has been further stated that two new Stations at Mangalore and Veraval were started in 1960 and 1961 respectively but had to be closed early in 1966 due to the situation arising out of the necessity of decommissioning of four vessels in 1965, as no replacements could be made. These Stations will be re-opened immediately after sufficient number of fishing vessels are received.

3.22. It has been stated that originally, under the Third Five Year Plan proposals, additional stations were to be established at Paradeep and Port Blair but these stations could not be established due to inadequacy of the existing fleet and new vessels could also not be procured due to limitation of foreign exchange.

3.23. The Fourth Plan proposals of the Organisation envisage replacement of the existing fleet and expansion to bring the fleet strength to approximately 40 vessels ranging to size from 55 ft. to 110 ft. The Ministry is taking steps to get these vessels. Nine new vessels have recently been sanctioned and sanction is awaited for more vessels.

3.24. It has further been stated that the immediate need of the Organisation is the provision of sufficient number of larger fishing vessels of special types to carry out explanatory fishing in deeper waters.

3.25. The establishment of new Stations at the following centres s also envisaged:—

(i) Kandla

(ii) Goa

(iii) Paradeep

(iv) Port Blair

These are linked up with the Fourth Plan Scheme, subject to the acquisition of fishing vessels of suitable types in adequate numbers.

3.26. The Committee are unhappy that owing to the non-availability of vessels, two stations started at Mangalore and Veraval had to be closed down in early 1966. For the same reasons proposals to open stations at Paradeep and Port Blair during the Third Five Year Plan did not fructify. The Committee are not sure whether the proposal to start four new stations during the period ending 1970-71 will materialise as that proposal is also linked up with the availability of vessels. The Committee would, therefore, stress that all out efforts should be made to acquire at least the minimum number of vessels required as early as possible.

The Committee also urge that special efforts be made to start the station at Port Blair at the earliest possible opportunity because of the importance and potentialities of the area for fisheries development.

F. Budget

3.27. The budget grants, final provision after re-appropriation and actual expenditure for the Deep Sea Fishing Station, Bombay and its various Offshore Fishing Stations during each of the last three years are given in Appendix V.

3.28. Budget provisions, actual expenditure and shortfalls in respect of the Deep Sea Fishing Organisation during each of the three Plans have been stated to be as follows:—

Particulars	First Five Year Plan		Second Five Year Plan		Third Five Year Plan	
	Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
Provision	..	5,36,400	22,66,100	8,04,000	13,15,400	9,93,216
Actual expenditure	..	6,66,933	19,30,977	8,187	12,06,811	8,96,263
Shortfall	..	..	2,35,123	7,22,813	1,08,589	96,263

3.29. The reasons for shortfalls have been stated to be as follows:—

(i) During Second Five Year Plan, the shortfall in the expenditure was due to the fact that the vessels under T.C.M. Aid from different State Governments were taken

over during 1957-58 and as such the provision made for the Plan period was not fully utilised.

(ii) During Third Five Year Plan, the provision for the new fishing trawler "Meenabharati' was not fully utilised as the construction of the vessel was completed during 1965. As such there was shortfall in the expenditure.

3.30. Asked about the amount likely to be allotted during the Fourth Five Year Plan, it has been stated in a written note submitted to the Committee that the amount tentatively allotted for exploratory fishing in the Fourth Five Year Plan is Rs. 300.00 lakhs. The break-up of the allocation has been stated to be as follows:—

	(Rs. in lakhs)
(i) Cost of nine fishing vessels	234·50
(ii) Cost of operation and maintenence of the vessels	26·11
(iii) Cost of the buildings and other contingencies	39·39
TOTAL	300·00

3.31. In reply to a question, it has been stated that the total investment in the Deep Sea Fishing Organisation since its inception is Rs. 30,75,000 being the cost of the vessels and equipments, but excluding the cost of vessels received under T.C.M. Aid and cost of Quick Freezing Plant, Cold Storage and Ice Factory, transferred to the Government of Maharashtra.

3.32. The Committee note that there have been heavy shortfalls in expenditure during the Second and Third Five Year Plans. They need hardly emphasise that the projects for which financial provision has been made in a particular Plan period should be completed within the Plan period itself, so that the necessity of spill-over of projects from one Plan to another Plan may be obviated.

LANDING AND BERTHING FACILITIES

CHAPTER IV

FISHING HARBOURS

A. Provision of Landing and Berthing Facilities at Minor Ports

4.1. It has been stated that the landing and berthing facilities for fishing vessels are an important link, between the actual operation and catching of fish in the sea and delivery of fish to the consumer in as fresh a condition as possible. Since fishermen require a maximum amount of time for their actual fishing with minimum delay in despatching their catches, every facility should be afforded to them for these operations for which efficient and functional fishing harbours are essential. The scheme, "Provision of Landing and Berthing facilities for Fishing Vessels at Minor Ports" aims at providing basic facilities to small sized fishing vessels such as—

(i) a sheltered harbour basin;

(ii) easy access to the port;

(iii) a landing quay with space for unloading of fish and distribution;

(iv) berthing basin;

(v) an out-fitting quay for replenishing fuel, water and ice required for the voyage; and

(vi) minor repair and service facilities for the boats.

4.2. The need for providing landing and berthing facilities for the small fishing vessels was first felt during the beginning of the Second Five Year Plan when the "mechanisation programme" introduced by the Government of India during the First Five Year Plan gained momentum. The assistance of two F.A.O. Harbour Engineers was obtained in 1956 for advising on selection and planning of fishing harbours. The harbour engineers stayed in India for a period of two years and visited about 20 sites and prepared lay-out plans for about 8 sites. The scheme was included as State scheme during the Second Plan. A Financial assistance of 50% grant and 50% loan was also made available under 'Grow More Food' scheme. On the recommendation of the harbour engineers, the construction of harbours for fishing vessels at Veraval in Gujarat and Cuddalore in Madras were initiated.

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4.3. At the end of the Second Five-Year Plan, the assistance of another F.A.O. Harbour Engineer was obtained to advise the maritime State Governments on location and planning for more fishing harbours. He stayed a year in India and prepared rough ground plans for about 21 sites.

4.4. During the Third Five-Year Plan, a Plan provision of Rs. 221.85 lakhs was made. The scheme was continued as a State sector scheme with financial assistance of 50% grant and 50% loan. The construction of harbours at Cuddalore which was started during the Second Five-Year Plan was completed. Construction at the following sites was taken up on the basis of the recommendations of the F.A.O. Harbour Engineer:

Gujarat . .	Porbunder, Navabunder, Jaffrabad, Umbergaon.
Kerala . .	Baliapatam, Cannanore, Peypore, Azhicode, Perrani Vizinjham.
Mysore . .	Karwar, Kagalhini, Bhatkal, Mangalore.
Madras . .	Nagapattinam.
Andhra Pradesh .	Kakinada.

4.5. During the Fourth Five Year Plan, a provisional allocation of Rs. 500 lakhs has been proposed. The scheme has been approved as a centrally sponsored scheme with financial assistance of 50% grant and 50% loan for 1966-67 and 100% grant for rest of the years of the Fourth Plan. The State-wise position has been stated to be as follows:—

(1) *Gujarat* . . The Plan outlay is Rs. 55·00 lakhs. The expenditure during 1966-67 is Rs. 1·13 lakhs. The construction of facilities at Verabal, Navabunder and Jaffrabad (I stage) taken up during the III Plan were completed. The budget provision for 1968-69 is Rs. 10·00 lakhs and the State proposes to deepen the approach channel at Veraval and complete the construction of facilities at Porbunder, Umbergaon and take up construction of Jaffrabad (II stage) during the IV Plan.

(2) *Maharashtra* . The Plan outlay is Rs. 102·00 lakhs. The expenditure during 1966-67 was Rs. 0·58 lakhs. The removal of submerged rock at Karanja, Veleneshwar, Kelwa and Thal; construction of dry rubble bund at Theronda and model test of Satpati Fishing harbour were the works completed during 1966-67. The budget provision for 1967-68 is Rs. 15 lakhs and the State Government intends to take up construction of

a jetty at Versova and provide landing and berthing facilities at Satpati, Dahanu and Murud during the IV Plan.

(3) *Mysore* . . The plan provision is Rs. 70·67 lakhs. The expenditure during 1966-67 was Rs. 5·18 lakhs on the construction of facilities at Karwar, Kagalhini, Bhatkal and Mangalore. Jetty at Kagalhini was completed. The budget provision for 1967-68 is Rs. 20 lakhs and the State Government proposed to continue the construction undertaken at Karwar, Bhatkal, Mangalore and take up construction at Honnavar and Malpe during the Fourth Plan.

(4) *Kerala* . . The Plan provision is Rs. 275 lakhs. The expenditure during 1966-67 was Rs. 9·31 lakhs and the construction of facilities at Baliapatam, Cannanore, Beypore, Azhicode and Vizinjam taken up during the III Five-Year Plan were continued. A 100 metre wharf was acquired at Ponnani from Port Department and the construction of facilities at Azhicode were completed. The budget provision for 1967-68 is Rs. 6·80 lakhs and the State Government intends to continue the construction of fishing harbours at Vizinjham, Beypore, Baliapatam, Cannanore and also extend the groyne at Ponnani during the IV Plan.

(5) *Madras* . The plan provision is Rs. 85 lakhs. The expenditure during 1966-67 was Rs. 2·5 lakhs which was incurred on the completion of the facilities at Nagapattinam, started during the Third Five-Year Plan and making investigations at Tuticorin and Collachal. The budget provision for 1967-68 is Rs. 25 lakhs for taking up the construction of second stage fishing harbour at Cuddalore (I stage was completed during III Plan) and the Fishing harbour at the Intermediate port of Tuticorin. During the Fourth Five-Year Plan the State also proposes to provide facilities at Ennore and Leepuram or Collachal.

(6) *Andhra Pradesh* The Plan provision is Rs. 42 lakhs. The expenditure during 1966-67 was Rs. 1 lakh which was incurred on the completion of the construction of Kakinada harbour taken up for construction during III Plan. The budget provision for 1967-68 is Rs. 8 lakhs. The Government proposes to undertake the construction of jetty at Narsapore and a few other sites during the Fourth Five-Year Plan.

(7) *Orissa* . . The plan provision is Rs. 12·93 lakhs. No expenditure was incurred during 1966-67. The budget provision for 1967-68 is Rs. 5 lakhs and the State proposes to take up construction of landing jetties at Kirtania and Chandipur and a few other sites during the Fourth Five-Year Plan.

(8) *West Bengal* . The Plan provision is Rs. 10 lakhs. No expenditure was incurred during 1966-67. No budget provision has been made for 1967-68. The State Government intends to provide facilities at Frazergunj and a few other sites during the Fourth Plan after the investigations are complete.

(9) *Goa* . . The plan provision is Rs. 5 lakhs. No expenditure was incurred during 1966-67. Budget provision for 1967-68 is Rs. 3 lakhs which is made with a view to conducting pre-investment investigations at Donopaula, Canacona and Chapora. Construction of facilities at these sites will also be taken up during the Fourth Plan.

(10) *Pondichery* . The plan provision is Rs. 5 lakhs. An amount of Rs. 7,000/- was spent during 1966-67 for initiating the construction of a jetty at Karaikal. An amount of Rs. 70,000/- has been provided for 1967-68 for completion of the construction of jetty.

(11) *Andamans* . The plan provision is Rs. 40 lakhs. Expenditure during 1967-68 is nil. Budget provision for 1967-68 is Rs. 1 lakh out of which Rs. 39,600/- has already been sanctioned for conducting investigation for quary for the fishing vessels at Port Blair. During the Fourth Five-Year Plan the construction of facilities at Port Blair will be taken up and completed.

(12) *Laccadive and Minicoy Islands* The Plan provision is Rs. 1·4 lakhs and the expenditure during 1966-67 is nil. A provision of 0·5 lakh has been made in 1967-68 to take up the construction of a slipway at Kavarathy.

4.6. Explaining the nature of recommendations made by the F.A.O. Harbour Engineers, the representative of the Ministry has stated during evidence that, "The first team pointed out that the location should be determined with reference to the specific location of fishing grounds, that the one important consideration should be that the harbour should either have natural protection or that artificial protection should be easily capable of being provided. That the question of safe access of boats from the sea in dangerous water should also be such as can be easily provided. Then they also made certain recommendations in regard to the initial costs of obtaining adequate depth of water in the harbour approach and the cost of the maintenance of the depth should be a relevant consideration. The second team gave lay-out plans for about 21 harbour sites. Out of these 21 harbours plus 8 harbours, for which the first team had given lay-out plans, we undertook work on 18."

Asked about the progress in respect of these 18 harbours, it has been stated during evidence that 8 harbours have been completed. The work on other harbours is in progress.

4.7. The Committee have been further informed during evidence that, "Many of the States have sent proposals for construction of fishing harbours and we have to approve the plans and estimates for the purpose of sanctioning the funds. According to the procedure which has been laid down, the State Government has to obtain a certificate from the local State Finance Department that the work has been scrutinised. This provision was introduced under a directive of the Planning Commission in order to avoid delay which might have been occasioned if we had ourselves to check up on the accuracy of the estimates. The Planning Commission decided that for ports costing under Rs. 10 lakhs, it should not be necessary for the Ministry to make a detailed scrutiny even though at that time 50% of the cost of the harbour was being borne by the State Government. But the States have not been sending this certificate. We have actually taken this matter up with all the State Governments."

4.8. It has been stated by a leading expert on Fisheries that "During the Fourth Plan the entire structure of assistance has changed and all these harbour schemes whether landing and berthing facilities or fishing harbours or facilities in major harbours, all have become centrally sponsored schemes with cent per cent assistance from the Centre. The execution of work has been left to the States concerned, but every item of estimate, plan and proposal will have to be approved by the Central authorities at every step. This had led to an almost standstill in the progress of construction in many States since it is natural that examination of all these estimates, plans, etc. at various levels both in the States as well as the Centre will take considerably long periods of time.

If this scheme is to be satisfactorily implemented then certain decentralisation would be essential. While the Central Government may examine the general design and over all budget the execution of the work with freedom of alteration within the amount should be left to the State's Chief Engineer concerned who cannot be considered much inferior to the Central Officers. In this latter case the execution will be speedy and it would be possible to complete a number of schemes."

4.9. Another Association in its Memorandum submitted to the Committee has stated that, "The estimates regarding the number of small crafts capable of fishing in the inshore waters to a distance of 10 miles varies from 4000 to 8000. It is hard for anyone to properly

	(Rs. in lokhs)
Bombay	2·179
Mangalore	1·095
Cochin	0·600
Tuticorin	0·750
Haldia	1·500
TOTAL	6·124

4.15. So far as Fourth Five Year Plan is concerned the tentative Plan provision is Rs. 1200 lakhs. The budget provision for 1967-68 was Rs. 200 lakhs but the same has now cut down to Rs. 100 lakhs. Investigations at Sasson Dock (Maharashtra), Mangalore (Mysore), Tuticorin (Madras) and Haldia (West Bengal) were completed during the III Plan. The present position in respect of fishing harbours at major ports is as follows:—

(1) *Bombay* . . The Consulting Engineers of the Bombay Port Trust had suggested a layout, the first stage of which was expected to cost about Rs. 820 lakhs. As the project proved very costly, some more layouts were tried without the breakwaters. The Central Water and Power Research Station, Poona has now forwarded a layout which is estimated to cost about Rs. 313 lakhs. This layout was recently discussed with the Bombay Port Trust authorities and they have now been requested to prepare detailed plans and estimates for the same. The tentative plan provision is Rs. 10·00 lakhs for 1967-68. If the proposal is cleared by the Expenditure Finance Committeee, it is expected that the work can be taken up this year, and it will take about 3 years, for completion.

(2) *Haldia* . . The Calcutta Port Commissioner had conducted some model tests and other preliminary investigations for preparation of Plan and estimates. No programme for taking up this work has been drawn up.

(3) *Mangalore* . . The Chief Engineer and Administrator has completed necessary investigations and model test and is preparing designs and estimates as per the plan. The project is estimated to cost about Rs. 146 lakhs and the work will be taken up after the major port project itself is finalised. A provision of Rs. 20 lakhs had been made for this work expecting the work to be initiated during 1967-68. The work will take about three years. It is expected that it will be possible to take up the work late in 1967-68 or early 1968-69, subject to the clearance by the Expenditure Finance Committee,

(4) *Tuticorin* . . The investigations at this site are complete. The Chief Engineer and Administrator has prepared plans and estimates amounting to Rs. 295 lakhs. Further action in regard to the provision of a fishing harbour at the site of the proposed major harbour at Tuticorin will be taken in relation to the final decision of the Transport Ministry regarding the major harbour and the progress of work.

(5) *Madras* . . . The Madras Port Trust have conducted necessary investigations and have prepared plans estimates amounting to about Rs. 357 lakhs. The tentative provision for 1967-68 is Rs. 30 lakhs. The work is expected to commence during this year and, subject to the clearance by the Expenditure Finance Committee completed by 1972.

(6) *Visakhapatnam* . The World Bank Team which visited this site in November, 1966, has suggested provision of landing and berthing facilities in the Southern Lighterage Channel at a cost of Rs. 42 lakhs. The Visakhapatnam Port Trust have been approached to prepare necessary. plans and estimates including conducting necessary investigations. The tentative provision for 1967-68 is Rs. 40 lakhs. It is expected that it will be possible to commence the work during early 1968, subject to the clearance by the Expenditure Finance Committee and complete it during 1969.

4.16. The Committee are not satisfied with the progress of work relating to the provision of landing and berthing facilities at Bombay, Haldia, Mangalore, Tuticorin, Madras and Visakhapatnam. They regret to note that it has not been possible to start construction work at any of these sites so far. They are also unhappy that the Budget Provision of Rs. 200 lakhs for 1967-68 was cut down to Rs. 100 lakhs, which should have an adverse impact on the pace of construction. The Committee do not expect that with the present tempo of work, it will be possible to utilise fully the amount tentatively provided for the purpose during the period ending 1970-71. The Committee,

(ii) While work is proceeding as needed on harbours already planned or under construction, the broader studies required will be continued to meet the overall objectives of the project. Based on the review and appraisal noted in the previous paragraph, the areas of highest priority for harbour development will be identified tentatively and by the use of data now available on existing and potential harbour sites and further preliminary surveys where required, the best sites for more intensive investigation will be chosen.

(iii) Priority should be given to those sites which are most likely to come up for early construction and completion of fishing harbours themselves.

(iv) All available data and material with the Department of Agriculture, State Fisheries Departments, Ministry of Transport and Nautical Adviser should be gathered and made full use of, for epeditious choice of location of the fishing harbours.

(v) Draft requirements based on the types of fishing vessels proposed should be obtained from the Department of Agriculture to facilitate survey and designs.

(vi) Complete surveys will then be commenced on these sites. These surveys will include topographic and hydrographic surveys from which harbour plans can be developed, and soil sampling and analysis for determining subsoil characteristics for design purposes. Hydraulic surveys and analyses will also be required at many sites to determine for design purposes such factors as wave heights, wind direction, sediment transport and littoral drift. Hydraulic model studies will also be required for some sites to determine the feasibility of the site and the best layout for harbour facilities.

(vii) Preliminary designs will then be developed to meet the resource and market requirements, and cost estimates prepared to be used in the benefit-cost analysis of harbours. The best harbours can then be recommended for immediate development and those which are less economical can be given a lower degree of priority or discarded.

(viii) On the basis of the benefit-cost studies and the policy of the Government with regard to expansion of the fishery, a complete programme of harbour development will be recommended, including advice on financing problems where required. Final detailed designs with plans and estimates for undertaking actual construction of harbours should be completed at least for about 14 harbours during the life of the special Fund Project. The expectation is that final detailed designs with plans and estimates for three to four harbours will be ready each year.

4.20. The Committee have been informed during evidence that, "We have a list of 44 projects which have been recommended to us by various State Governments. This list has been referred to the United Nations Development Programme Project. Actually the United Nations Development Programme has not started working fully, because only the Project Director and one of the Project Engineers have come so far. But in spite of that, these two persons, assisted by our Harbour Engineer, are reviewing these 44 sites and we will be taking a decision shortly about the order of priority."

4.21. A list of these 44 sites may be seen at Appendix VI.

4.22. It has been further stated during evidence that, ".....the progress of harbours was found to be bit slow and not upto the target. The reasons were that it was found that we do not have pre-investment survey reports in most cases and foreign exchange was involved in preparing these pre-investment survey reports because foreign consultants required their payment in foreign exchange. So we thought it best to approach the United Nations Special Fund to give us this assistance and it took sometime for the scheme to go through and now it has gone through and a short while ago, the scheme has started work."

4.23. In reply to a question it has been stated during evidence that this project will be worked in close coordination with the State Governments. The Committee have been further informed that, "The project authorities will not be examining the plans which have already been drawn up unless any State Government makes a specific request on the ground that the original plan is not entirely satisfactory.".

4.24. The Committee have been further informed that some of the sites which had earlier been recommended by the F.A.O. experts are included in these 44 sites. These are as follows:—

(i) Gujarat	(1) Dumas ;
	(2) Mangrol;
(ii) Maharashtra	(3) Dahanu;
(iii) Mysore	(4) Malpe;
	(5) Moolky
(iv) Andhra Pradesh	(6) Krishnapatnam;
(v) Orissa	(7) Chandnipal;
(vi) West Bengal	(8) Kagdwip,
	(9) Frazergunj;
	(10) Rosulpur; and
	(11) Mandermoni Canal

4.25. The Committee note the Plan of Operation for Pre-Investment Survey of Fishing Harbours under the auspices of United Nations Development Programme (Special Fund).

4.26. The Committee agree that pre-investment survey is an essential pre-requisite for the development of a harbour. They note that the progress in the construction of fishing harbours in India had been slow due to the non-availability of consultant engineers in the country who could prepare the pre-investment survey reports. The Committee suggest that sufficient number of Indian engineers and technicians should be attached with their foreign counterparts, who are expected to prepare the pre-investment reports under the auspices of United Nations Development Programme, so that they could be properly trained to work independently in the future development of not only fishing harbours but commercial harbours also.

4.27. The Committee trust that the whole project would be executed in close coordination and collaboration with the concerned State Governments and the State Port Authorities. The Committee would also stress that in the cases of sites where pre-investment surveys have been completed, there should be no delay in starting the construction work.

D. Construction

4.28. The Committee have been informed that during the Second Five Year Plan, two sites were taken up for construction for provision of landing and berthing facilities. They were Veraval in Gujarat and Cuddalore in Madras. During the Third Five Year Plan, 18

additional sites were taken up for provision of landing and berthing facilities. No fishing harbour was completed during the Second Plan. One fishing harbour was completed during the Third Five Year Plan—Cuddalore in Madras State.

4.29. It has further been stated that no specific targets were set down for construction of these fishing harbours, since the construction of these harbours depended upon the State's resources, capacity of the organisation under-taking the construction etc. A statement showing the position of works may be seen at Appendix VII.

4.30. Asked whether the estimates have gone up owing to the delay in completing the projects it has been stated in a written note submitted to the Committee that the estimates are likely to go up owing to the delay in completion of the project. The extent to which they go up can only be estimated accurately as the work progresses.

4.31. Asked about the progress of work on 17 ports carried over to the IVth Plan, the Committee have been informed during evidence that, "In the Fourth Plan, in the first year 8 of them, which were taken up, were completed." They have been further informed that "the rest of them (*i.e.* nine) are likely to be completed this year or next year." Explaining the reasons for slow progress in the work, the representative of the Ministry has stated during evidence that, "in general the position has been that we have not so far specified target dates for completion of the work. But as for the reasons for the slow progress in earlier years, it was that the State had to find half the money....Many of the States find it difficult to make necessary provision. That is why we have taken up this matter with the Planning Commission. We thought that in terms of State priorities there were so many demands that they were not able to earmark sufficient funds for this purpose. Therefore, we have specifically come to an agreement with the Planning Commission to take this over as centrally sponsored scheme. During 1966-67, the first year of the Plan period, the States were not very enthusiastic about it because there again half the money would have to be found by them. But now that it has been stated that we will spend the money, we expect much more work to be done and against a provision of 20 lakhs which we had made in the previous year, we have made a provision of 50 lakhs."

4.32. The Committee are surprised to learn that no specific targets and time-limits have been laid down for completing the construction of fishing harbours with the result that out of the two fishing harbours taken up for construction during the Second Five Year Plan, none could be completed during that Plan and only one could be completed during the Third Five Year Plan. Although construction

of 16 additional fishing harbours was taken up during the Third Five Year Plan, all had to be carried over. In this connection, the Committee are distressed to note that the estimates of expenditure are likely to go up owing to the delay in completion of the construction work. The Committee would therefore, urge that specific targets and time-limits should be laid down for all such construction work in future. They also suggest that the whole procedure of constructing fishing harbours should be streamlined so as to bring about improvements and quick results.

4.33. The Committee note that the States were not very enthusiastic in the past about the provision of landing and berthing facilities as half the money would have to be found by them. Now that the Central Government has undertaken to meet the entire expenditure on the Provision of Landing and Berthing Facilities at Minor Ports, the Committee hope that the pace of construction of fishing harbours will be accelerated.

E. Retirement of Personnel

4.34. At the 5th meeting of the Central Board of Fisheries held in Bombay in November, 1965, it was recommended, *inter-alia* as follows:—

(i) Each State should have a small team of technical personnel trained in the harbour project.

(ii) The State Unit could utilise the services of consultants attached to major ports in that region for finalising the details of plans on payment of fees.

4.35. So far as the recommendation at (i) is concerned, it has been stated that the State Governments of Gujarat, Maharashtra, Mysore, Kerala, Madras, Andhra Pradesh and Orissa have the necessary technical personnel for the harbour works. So far as recommendation at (ii) is concerned, it has been stated that no action is required by the Ministry of Food, and Agriculture.

4.36. The Committee, however, have noted that under the Fourth Plan, provision of landing and berthing facilities at minor ports have been made also in West Bengal, Goa, Pondicherry, Andamans, Laccadives and Minicoy islands. Asked about the position of trained technical personnel for the harbour projects in these States, the representative of the Ministry has stated during evidence that, "West Bengal Government were requested to take up this and they have indicated that they will take the assistance of the Calcutta Port Commissioner. At Andamans and Laccadives, the Ministry of Transport are looking after the harbour works. That applies also to Minicoy islands. In Goa, there is PWD which can look after this work. In Pondicherry

the problem is not very vital because there are not many sites which can be taken up. They have also got a State P.W.D."

4.37. In reply to a question, it has been stated during evidence that, "There are certain reasons why the States did not spend much on harbour works in the Third Plan and also in the first year of the Fourth Plan because the pattern of assistance was the same. I do not think it was due to lack of technical personnel."

4.38. About the recommendation mentioned at (ii) above, it has been stated during evidence that, "Since the State Governments are primarily concerned with the recommendation, they were requested to intimate the action taken by them and almost all the maritime States have accepted the recommendation and have told us that they will utilise the services of the consultants attached to major ports, if necessary. Most of these ports have engineering units of their own."

4.39. In reply to a question, it has been stated that, "The technical know-how for the investment survey is not adequate. That was the reason why we went to United Nations Special Fund for assistance. But, we have developed sufficient constructional know-how and we can execute the projects after the specialised surveys have been completed and full plans and specifications have been drawn by Government."

4.40. As regards the constructional know-how it has been stated during evidence that that was available in the country.

4.41. While noting that the technical and constructional know-how and the technical personnel required for constructing fishing harbours are available in the country, the Committee would stress the need for developing technical know-how as regards pre-investment survey also in the country. They hope in due course dependence on foreign experts in this particular direction will be totally eliminated.

F. Requirement of Equipments

4.42. Asked whether all the machinery required for the construction of a fishing harbour is available in the country, it has been stated during evidence that, "General representative machinery is available, but the quantity is not sufficient, of course, Tatas have already started manufacturing big cranes but they are not able to supply them in adequate quantity. If we want to expedite the work, we have to weigh the pros and cons of getting some foreign equipments."

4.43. The Study Group of the Estimates Committee which visited the Tuticorin Harbour in September, 1967 have been informed that, "For the construction of the Fishing Berth as well as the main Har-

5.5. The Committee have been further informed that with effect from the Fourth Plan, the scheme relating to the provision of landing and berthing facilities at minor ports has been taken over as a centrally sponsored scheme. The plan provision is Rs. 500 lakhs. During 1966-67, the pattern of assistance was 50% grant and 50% loan. The Planning Commission has indicated that the assistance from 1.4.1967 will be 100% grant and therefore, the rest of the amount *i.e.* Rs. 4,80,234 lakhs (Rs. 500—Rs. 19·776 lakhs) will be grant for the rest of the Fourth Five Year Plan. Thus the total grant for the Fourth Five Year Plan will Rs. 489·22 lakhs.

5.6. The amounts of loans and grants given during 1966-67 has been stated to be as follows:—

(Figures in lakhs of Rupees)

State	Loan	Grant	Total
1	2	3	4
Madras			
Cuddalore	1·25	1·25	2·50
Gujarat			
Veraval	0·15	0·15	0·30
Jaffrabad	0·15	0·15	0·30
Umbergao	0·20	0·20	0·40
Kolak	0·05	0·05	0·10
Porbunder	0·015	0·015	0·030
	0·565	0·565	1·130
Maharashtra			
Karania	0·21709	0·21709	0·43418
Satpati	0·06000	0·06000	0·12000
Theronda	0·00336	0·00336	0·00672
Veleneshwar	0·00316	0·00316	0·00632
Kelwa	0·00057	0·00058	0·00115
Thal	0·00689	0·00689	0·01378
	0·29107	0·29108	0·58215
Mysore			
Malpe	0·84	0·84	1·68
Bhatkal	1·00	1·00	2·00
Kagalhini	0·25	0·25	0·25
Mangalore	0·50	0·50	1·00
	2·59	2·59	5·18

1	2	3	4
Kerala			
Baliapatem	2·01	2·01	4·02
Cannanore (Moplabay)	0·7275	0·7275	1·455
Baypore	1·050	1·050	2·100
Ponnani	0·870	0·870	1·740
	4·6575	4·6575	9·315
Andhra Pradesh			
Kakinada	0·500	0·500	
Orissa	..	..	..
West Bengal	..	..	..
Pondicherry	0·035	0·035	0·700
Goa	..	..	..
Andaman Island	..	..	..
Lacadive	..	..	..

5.7. The amounts of grants envisaged during the Fourth Five Year Plan have been stated to be as follows:—

State	1967-68		1967-68	1968-69	1969-70	1970-71
	Loan	Grant	Grants			
			(Rupees in Lakhs)			
Gujarat	0·565	0·565	10·00	10·00	8·00	8·00
Maharashtra	0·291	0·291	15·00	10·00	10·00	10·00
Mysore	2·59	20·59	20·00	15·00	10·00	10·00
Kerala	4·657	4·657	61·80	50·00	50·00	50·00
Madras	1·25	1·25	25·00	15·00	15·00	10·00
A.P.	0·500	0·500	8·00	5·00	5·00	5·00
Orissa	--	--	5·00	5·00	3·00	..
W.B.	..	..	..	5·00	5·00	..
Goa	..	..	3·00	2·00	..	..
Pondicherry	0·035	0·035	0·70	..	..	..
Andamans	..	..	1·00	2·10	4·00	7·00
Lacadive	..	..	0·50	0·90	..	..
	9·888	9·888	150·00	120·00	110·00	100·00

22. The details and mode of working of (i) centrally sponsored scheme for landing and berthing facilities, and (ii) central scheme for fishing harbours have been stated to be as follows:—

"The centrally sponsored scheme of landing and berthing facilities at minor ports envisages the development of landing and berthing facilities at ports other than major ports. The plans and estimates for these harbours are prepared by the State Governments themselves and submitted to this Ministry for technical scrutiny. After the plans and estimates are technically scrutinised, an administrative approval is issued, in favour of the State Government, to expand on the scheme for which budget provision is made by them in their State budget. The State Governments at the close of the financial year, intimate the audited figures of expenditure incurred by them during the year on this scheme and claim reimbursement. This is reimbursemed according to the pattern of assistance laid down for the scheme, which is 100 per cent Grant at present.

The Central Scheme of landing and berthing facilities at major ports envisages the construction of landing and berthing facilities at ports declared 'Major' by an Act of Parliament. The plans and estimates for these harbours are prepared by the Port Trust Authorities and technically examined by this Ministry. The entire expenditure is met by the Ministry of Food and Agriculture and necessary funds are deposited in advance with Port Trust Authorities.

In case of the Centrally sponsored scheme of landing and berthing facilities at minor ports, the executing authority is the Port Department of Public Works Department of the State Government as the case may be. In case of Major Ports, the executing authorities are the Major Port Authorities. Both the State Governments and the Port Trust Authorities are required to submit periodical reports indicating the progress made towards the construction of harbours and the expenditure incurred thereon. Besides this, the technical officers of this Ministry, while on tours to the sites, check up physically the progress made in implementation of the schemes. In case of minor ports, the Central assistance is finally released to the State Governments at the end of the year on the basis of audited figures of expenditure submitted by them.

The provision for development of landing and berthing facilities at Major Ports is made in the Ministry's budget. In case of minor ports, the State Governments make provision initially in their budget, but the expenditure incurred by them on minor ports is reimbursed from the funds provided under Grants in the Budget of Ministry of Finance."

5.9. The Committee are surprised to note that the Ministry do not have separate figures of loans and grants given by the Central Government to the States during the Second and Third Plan periods with regard to landing and berthing facilities. In the absence of such statistics of the Committee can only conclude that the control of the Ministry in regard to the proper utilisation of the funds placed at the disposal of the State Governments was ineffective.

5.10. The Committee are distressed to note that there are heavy shortfalls in expenditure both on the Second Five Year Plan and Third Five Year Plan schemes. They need hardly emphasise that co-ordinated efforts should be made to complete the schemes within the Plan period itself and avoid spill-over of projects from one Plan to another. They suggest that necessary corrective measures should be taken immediately so as to ensure that the schemes included in the next Plan are completed within the stipulated time and funds provided for the purpose are utilised properly and fully.

B. Assistance from World Bank

5.11. The Committee have been informed during evidence that the intention of the Government to set up Fisheries Projects at five ports—Bombay, Madras, Mangalore, Tuticorin and Visakhapatnam was communicated to the World Bank. The World Bank sent two Study Teams which they called Prepatory Missions and these two Study Teams made detailed studies and furnished reports on three ports of Mangalore, Tuticorin and Visakhapatnam. The representative of the Ministry has further stated during evidence—

"We considered these reports and drew up complete project reports on our own for all the five ports and referred the matter to the World Bank. The World Bank has indicated that they want to make a further study before they decide on giving financial assistance. The discussions with the World Bank are not likely to be finalised till some time early in 1969. So what we propose to do in respect of major ports is to go ahead on our own rather than wait for the World Bank assistance. As for

the work which remains after April, 1969, when the arrangements will be finalised, we hope the World Bank will be in position to give us assistance."

5.12. It has further been stated during evidence that, "The latest position is that another World Bank mission is now going round Bombay and Madras. We do not yet know the results of their study."

5.13. The Committee have been further informed that the Ministry had originally estimated that the total amount required for the three projects at Mangalore, Tuticorin and Visakhapatnam would be in he region of Rs. 20 crores. They envisaged that the World Bank might give them a sum of about Rs. 15 crores which would have helped the Government of India in its ways and means position in relation to foreign exchange.

5.14. In a written note furnished to the Committee it has been stated that the total estimate for all the five ports is Rs. 23 crores. The Committee desired to have the break-up of this figure. In reply it has been stated in a written note submitted to the Committee that this estimate of Rs. 23 crores made by the Government of India is not only for the construction of these five harbours but also includes the cost of vessels, ice-plants, cold storages, freezing plants and frozen storages. The break-up of Rs. 23 crores is as follows:—

Items	Bombay	Madras	Tuticorin	Mangalore	Visakhapatnam	Total
Vessels . . .	350·00	286·00	360·00	70·00	84·00	1160·00
Shore-installations .	58·44	58·44	58·44	48·44	23·65	247·41
Harbour costs .	265·00	357·40	193·00	27·00	47·25	889·65
	683·44	701·84	611·44	145·44	154·90	2297·06 say Rs. 23·00 crores.

5.15. It has been stated during evidence by the representative of the Ministry that, "When we gave the figure of 23 crores we were giving the figure of the cost of the harbour facilities, the shore equipment and also the vessels which we felt would be immediately brought into action, by the provision of these harbour facilities and shore equipment. It does not mean we will spend the entire 23

crores out of Government funds. The original concept was what we would probably set up corporations which would operate the fishing vessels.. The staff would be more or less Government staff because they would be corporation staff. In the course of our examination of the project, this concept underwent change. We felt that for the Government to take up this kind of project, the machinery of Government had not been fully developed. We felt that it might be much more practicable idea to have the actual fishing operations done by the cooperatives and by private industry."

5.16. The Committee are glad to note that the Government propose to go ahead on their own with regard to the work on the five major ports rather than wait for the World Bank assistance. The Committee hope, however, that Government would be able to secure the necessary assistance from the World Bank as soon as the work of the Study Team, which is going round the ports, is completed.

NEW DELHI;
March 23, 1968.
Chaitra 3, 1890 (*Saka*).

P. VENKATASUBBAIAH
Chairman,
Estimates Committee.

APPENDIX I

(*Vide* Para 2·1 of the Report)

Statement showing the fishing Fleet available in the Deep Sea Fishing Organisation during each of the Three Plan Periods

First Five Year Plan

Name of the Vessels

1. M.T. Ashok
2. M.T. Pratap
3. M.F.V. Bumili
4. M.F.V. Champa
5. M.F.V. Meera
6. M.F.V. Durga

Second Five Year Plan

1. M.T. Pratap
2. M.F.V. Bumili
3. M.T. Ashok
4. M.F.V. Champa
5. M.F.V. Bangada
6. M.F.V. Jhecnga
7. M.F.V. Gudjon
8. M.F.V. Durga
9. M.F.V. Samudra
10. M.F.V. Tarpon
11. M.F.V. Flying Fish
12. M.F.V. Meera
13. M.F.V. Sagar Pravasi
14. M.F.V. Sagar Kumari
15. M.F.V. Sagar Sundari
16. M.F.V. Sagar Vihari
17. M.F.V. Sagar Kanti
18. M.F.V. Sea Horse
19. M.F.V. Meenalochani
20. M.F.V. Sardinella
21. M.F.V. Meenakshi

Third Five Year Plan

1.	M.T. Ashok	
2.	M.T. Pratap	
3.	M.F.V. Jheenga	
4.	M.F.V. Bumili	Auctioned during July, 1967.
5.	M.F.V. Champa	
6.	M.F.V. Kalyani III	Capsized during July, 1965.
7.	M.F.V. Kalyani IV	
8.	M.F.V. Kalyani V	
9.	M.F.V. Meena Bharati	Newly constructed by M/s. Mazagon Dock Ltd., Bombay received during May, 1965.
10.	M.F.V. Flying Fish	
11.	M.F.V. Bangada	Transferred to CIFO in January, 1964.
12.	M.F.V. Sagar Kanti	Auctioned during August, 1964.
13.	M.F.V. Sagar Vihari	Auctioned during July, 1967.
14.	M.F.V. Gudjon	
15.	M.F.V. Meenalochani	Auctioned during October, 1965.
16.	M.F.V. Sardinella	
17.	M.F.V. Meenakshi	
18.	M.F.V. Sea Horse	Auctioned during August, 1967.
19.	M.F.V. Meera	Auctioned during July, 1967.
20.	M.F.V. Durga	
21.	M.V. Tarpon	Transferred to CIFO during April, 1967.
22.	M.V. Samudra	
23.	Dan Boat II	
24.	M.V. Sagar Pravasi	
25.	M.V. Sagar Kumari	
26.	M.F.V. Sagar Sundari.	

APPENDIX II

(*Vide* para 2·1 of the Report)

Sources from where the vessels of the Deep Sea Fishing Organisation were received—Name of Country/Organisations.

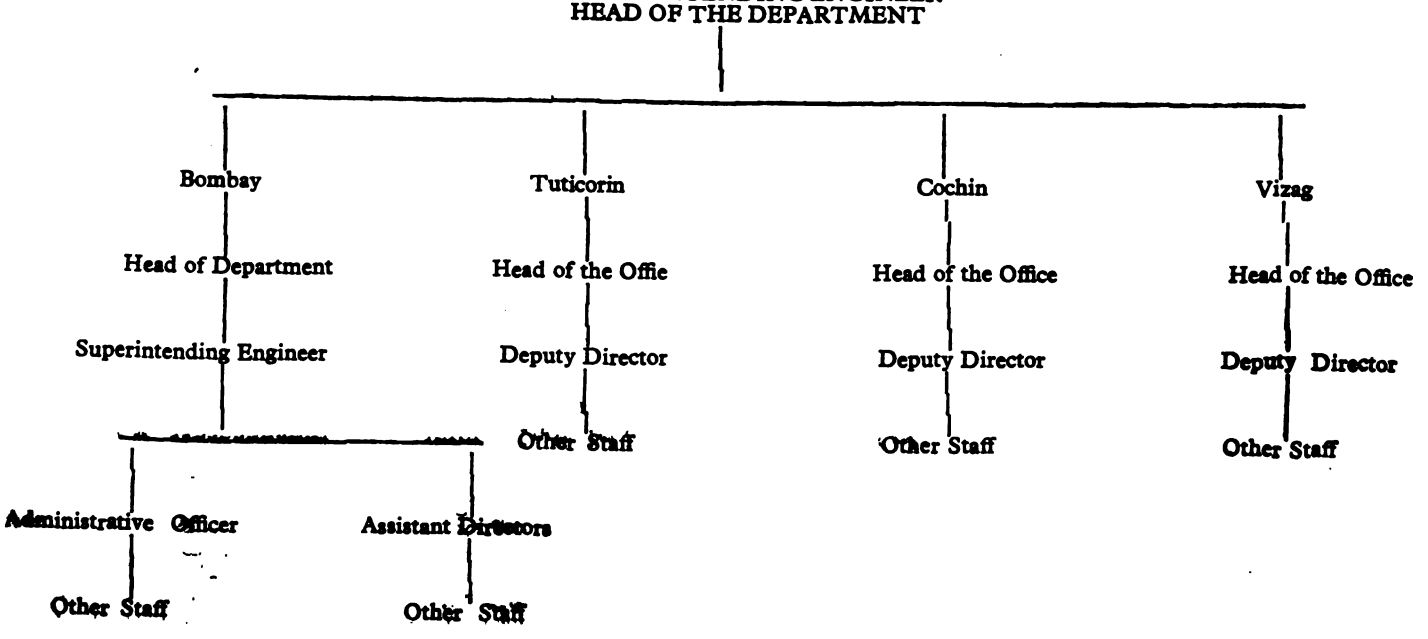
Name of the Vessels	Particulars of Receipt	Remarks
(1)	(2)	(3)
1. M.T. Ashok 2. M.T. Pratap	Procured from Holand for the department during 1949-50.	
3. M.F.V. Bumili 4. M.F.V. Champa	Built at U.K. for the dept. during the year 1949-50.	M.F.V. Bumili decommissioned & disposed during July, 1967.
5. M.F.V. Bangada 6. M.F.V. Durga 7. M.F.V. Meera	Received by the department under TCM during the year 1955.	M.F.V. Bangada tansferred to CIFO during 1964. M.F.V. Meera decommissioned & disposed during July '67.
8. M.F.V. Jheenga	Received under TCM during 1958.	
9. M.L. Sagar Kanti 10. M.L. Sagar Pravasi 11. M.L. Sagar Kumari 12. M.L. Sagar Sundari 13. M.L. Sagar Vihari 14. M.L. Meenalochani	Originally received by the former Govt. of Bombay under TCM Aid Programme during 1954-55. Taken over by the Govt. of India during 1958.	Sagar Kanti decommissioned & disposed during 1964. Meenalochani decommissioned & disposed during 1965. Sagar Vihari decommissioned & disposed during 1967.
15. M.V. Tarpon 16. M.V. Samudra 17. M.V. Sardinella 18. M.V. Sea Horse	Originally received by the Kerala Govt. under TCM Aid Programme during 1954-55. Taken over by the Govt. of India during 1958.	Tarpon & Samudra transferred to CIFO during January, 1967 Sardinella & Sea Horse decommissioned & disposed during '65 & '67.
19. M.V. Gadjon 20. M.V. Meenakshi	Originally received by the Govt. of Madras under TCM Aid Programme during 1954-55. Taken over by the Govt. of India during 1958.	Decommissioned & disposed during October, 1965.

21.	M.V. Flying Fish	Received from Indo-Norwegian Project during 1962. Original received from TCM.	
22.	Dan Boat II	Received under FAO during 1962. Original receipt not known.	
23.	M.F.V. Kalyani III	Originally received by the Govt. of West Bengal under TCM Aid during 1953. Taken over by the Govt. of India during '64.	M.F.V. Kalyani III is no longer operating in this dept.
24.	,, IV		
25.	,, V		
26.	M.F.V. Meenabharati	Built in India by M/s. Mazagon Dock Ltd., Bombay for this dept. Received during May, 1965.	

APPENDIX III

(*Vide* Para 3.1 of the Report)

DEEP SEA FISHING ORGANISATION



APPENDIX IV

(*Vide* Para 3·16 of the Report)

Assistance rendered to fishing industry by the Deep Sea Fishing Organisation

Statistical details for the last three years

Name of the Party	Nature of assistance rendered
1. Shri D. S. Deveecha, owener of Fishing vessel 'Daria Daulat'.	Rigging up his vessel with modern fishing gear.
2. Shri Mohammed Ibrahim, owner of Trawler 'Mehboob' Bombay.	Rigging up his vessel. Fishing gear designed and fabricated under the supervision of this department.
3. Officer-in-charge, Central Institute of Fisheries Technology, Bombay.	Fabricated and supplied one Brass Bush for mixer's propeller assembly.
4. Owner of vessel 'Stella Maris' Bombay.	Rigging up his vessel with latest type of fishing gear.
5. Directorate of Fisheries, Maharashtra.	Guidance and advice given for the modern fishing gear for some of the fishermen of Kolaba District.
6. Directorate of Fisheries, Maharashtra.	Designs of trawl nets (12m. & 14m.) were supplied.
7. Central Institute of Fisheries Education, Bombay.	Fabrication of Frames for 'Trynets' were carried by the departmental workshop.
8. Shri Abdul Ranji Haji Maju, owner of the vessel 'Sagarkanti'.	Latest type of fishing gear fabricated under the supervision of this department, guidance and assistance rendered for the alteration and conversion of the vessel into a trawler.
9. Shri B.S. Taraporewala, Venste Launch Service, Bombay.	For Rigging up this vessel 'Petrus' necessary guidance was given. One 16 m. trawl designed and fabricated under the supervision of this department.

Name of the Party	Nature of assistance rendered
10. Holkar Science College, Indore.	Facilities were entrusted for a batch of students to see the activities of this department. Necessary demonstration and lectures were given regarding the operation of different types of fishing gears.
11. M/s. Surudha Fisheries, Bombay	Designed the trawl net for their vessel and sketches were given for the other boards, etc.
12. M/s. Cochin Co. Ltd.	Designed suitable fishing gear for their vessel with O.A.L. 61 ft.
13. Shri S.B. Tandel, Bombay	Suitable fishing gear designed for his vessel, O.A.L. 40 ft.
14. M/s. Parker Navigation Co.	Assistance were rendered for converting their one of the vessels into a trawler.
15. Shri Premji Sartandal Dewachia from Diu.	Assistance rendered for rigging up his vessel (O.A.L. 36') with modern types of fishing gear.
16. Institute of Science, Bombay	Students were permitted to go on board the vessels for observations and studies.
17. D. S. B. Government College, Nainital.	Do.
18. Shri Mohammed Ibrahim Peerkhan, Bombay.	Shrimp trawl designed and fabricated under the supervision of this department.
19. Shri M.F. Khan, Dongri, Bombay	Advise regarding specifications, gear has been given for his proposal to have a fishing trawler.
20. Orissa Fisheries Development Corporation, Cuttack.	Fishing gear designed for their Polish trawlers—B.H.P. 170.
21. Director of Fisheries, Maharashtra.	Fishing gear designed for their vessel 'Varsha'.
22. St. Xavier's College, Bombay	Assistance rendered to a student for collection of Sea Water.

Name of the Party	Nature of assistance rendered
23. M/s. Parker Navigation Co.	12m. & 14m. Trawl nets designed for them.
24. M/s. International Fisheries Ltd., Bombay.	Designed 55' Shrimp trawl net.
25. Mr. D' gama, Bombay, Mr. G.D. Mc-Callum of M/s. Greaves Cotton & Co. and Mr. R. Wilbert, Chief Engineer of Rustom Hornsby (India) Ltd.	Arrangements made for their trips on board the vessels as they were interested in the modern trawling techniques for floating fishing companies.
26. Maharashtra Machimar Sahakari Sangh Ltd., Bombay.	Information given regarding this requirement of hallow and otter boards for a vessel of 45 ft.
27. Shri S. A. Koyande, owner of a vessel 'DEVKI'.	Advice as required was given for a suitable engine for his vessel.
28. M/s. M. N. Narwekar & Co. Bombay.	Designed suitable otter boards and trawl nets as required by the party.
29. The Central Institute of Fisheries Education, Bombay.	Fabricated Tagging craddle for the Mackerel Tagging Programme during 1966.
30. Shri N. P. Dandekar, Thanna	Assistance rendered for the procurement of suitable fishing great for his vessel (OAL 43' 6").
31. Shri Usman Haroon San-gare, Bombay.	Suitable fishing gears designed for his vessel 'M. L. Madina'.
32. Lt. Col. D.B. Mohindra, I.N.S. Kistna.	*Sl. No.* 32 & 33
33. Mr. Reynard, Deputy High Commissioner, U.K.	They were permitted to go on board the departmental vessel M.F.V Jheenga so as to observe the fishing operations.
34. St. Xavier's College (Micobiology department) Bombay.	Collection of samples—assistance was rendered.
35. Yusuf Ismail Musthan	Suitable fishing gear designed and fabricated under the supervision of this department.

Name of the Party	Nature of assistance rendered
36. M/s. Borosil Glass Works Ltd., Bombay-7.	Information regarding the manufacturing of glass floats have been given.
37. M/s. East Asiatic Company, Bombay.	Technical guidance given regarding the working of some propellers imported by them.

APPENDIX V

(*Vide* Para 3.27 of the Report)

Budget grants etc. of the Deep Sea Fishing Organisation.

Year	Budget Grant			Final Provision after re-appropriation			Actual Expenditure		
	Non-Plan	Plan	Total	Non-Plan	Plan	Total	Non-Plan	Plan	Total
1	2			3			4		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Deep Sea Fishing Station, Bombay									
1964-65 . .	11,76,000	43,800	12,19,800	8,18,800	32,200	8,51,000	9,73,478	31,531	10,04,999
1965-66 . .	5,45,300	29,400	5,74,700	7,10,870	2,37,260	9,48,130	6,90,428	2,49,438	9,38,866
1966-67 . .	8,12,000	2,93,500	11,05,500	9,86,760	13,670	10,00,430	10,10,661	12,662	10,23,323
Offshore Fishing Station, Cochin									
1964-65 . .	5,02,100	1,37,700	6,39,800	6,66,400	54,700	7,21,100	6,75,290	40,302	7,15,592
1965-66 . .	5,28,400	2,08,700	7,37,100	6,60,900	1,01,900	7,62,800	6,41,675	98,304	7,39,979
1966-67 . .	4,97,600	..	4,97,600	6,56,160	..	6,50,160	6,33,483	..	6,33,483
Offshore Fishing Station, Tuticorin									
1964-65 . .	3,04,600	81,000	3,12,700	2,38,200	92,400	3,30,600	2,31,764	88,004	3,19,768
1965-66 . .	2,17,000	53,800	2,70,800	1,98,600	1,01,200	2,99,800	1,93,187	92,999	2,86,186
1966-67 . .	2,40,000	..	2,40,000	2,50,100	..	2,50,100	2,49,472	..	2,49,472

1	2			3			4		
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Offshore Fishing Station, Visakhapatnam									
1964-65 . .	6,14,100	1,85,000	7,99,100	4,70,800	1,30,600	6,01,400	4,22,856	1,26,576	5,49,432
1965-66 . .	3,46,800	1,19,700	4,66,500	4,39,300	35,500	4,74,800	4,27,994	30,552	4,58,546
1966-67 . .	4,07,400	..	4,07,400	5,28,940	..	5,28,940	4,92,124	..	4,92,124

APPENDIX VI

(*Vide* Para 4·21 of the Report)

List of ports proposed for pre-investment survey under U.N.S.F. Project

A. GUJARAT STATE

1. Madhwad
2. Dumas
3. Mangrol

B. MAHARASHTRA STATE

4. Dahanu
5. Arnalla
6. Bandra
7. Murud
8. Mandwa
9. Jaigadh
10. Mirkawada
11. Vijayadurg

C. GOA STATE

12. Donopaula
13. Conacona
14. Chapora

D. MYSORE STATE

15. Tadri
16. Honnavar
17. Malpe
18. Moolky
19. Kapu

E. KERALA STATE

20. Palacode
21. Dharmadam
22. Chandragiri
23. Quilandy

F. MADRAS STATE

24. Ennore
25. Port Novo

G. PONDICHERRY

26. Karaikal

H. ANDHRA PRADESH STATE

27. Krishnapatam
28. Vodalrevu
29. Divi (Gullalmodha)
30. Bimilipatam
31. Gundalkamma

I. ORISSA STATE

32. Chandipur
33. Chandnipal
34. Odhuva
35. Kirtaina
36. Sonapur
37. Naugao

J. WEST BENGAL STATE

38. Kagdwip
39. Frazergunj
40. Rosulpur
41. Mandarmoni Canal
42. Namkhana
43. Raidighi
44. Port Canning

APPENDIX VII

(*Vide* Para 4.29 of the Report)

Statement showing the position of works carried over to Fourth Plan

Sl. No.	Names of States and the Ports	Cost of the Works (Rs. in lakhs)	Estimate prepared in the year	Expd. upto the end of 3rd Five Yr. Plan	Expenditure during the year 1966-67	The estimates have gone up by in %	Reasons for delay and spill-over
1	2	3	4	5	6	7	8
A. GUJARAT							
1	Porbundar . . .	2·25	1965	0·215	0·03	..	Work has been just started.
2	Varaval . . .	50·47	1956	28·25	0·30	16%	Work completed. The commercial port and the fishing harbour were taken up simultaneously by the Port Dept. The magnitude of work was large and also involved manual rock cutting.
3	Navabundar . .	1·63	1963	1·023	0·61	Nil	Work completed.
4	Jaffrabad . . .	4·40	1964	4·296	0·30	2%	Work completed.
5	Umbargao . . .	3·38	1964	1·052	0·40	Nil	Jetty is under construction. It is expected to be completed during 1967-68.
B. MYSORE							
1	Karwar . . .	35·00	1963	2·023	2·16	..	Work is in progress. The site has been cleared and approach roads have been completed. This project is being carried out as a part of the INP and the design for the wharf has just been finalised in consultation with the Norwegians.

2 Kagal Hani	0·90	1965	0·40	0·50	Nil	Work completed.
3 Bhatkal .	3·25	1965	0·586	2·00	Nil	Work is nearing completion and will be completed during 1967-68. This work was carried out by the Port Deptt. along with the work of the Commercial Port.
4 Mangalore .	3·00	1964	1·515	1·00	About 5%	Work is in progress and is expected to be completed by 1967-68.
C. KERALA						
1 Vizinjham . .	173·00	1961	47·61	(11·98)	..	The construction of approach roads, preparation of site tettrapod casting yard, and collection of boulders for the break-water are the works completed. The work on break water has started. The work is of considerable magnitude and the break-water design had to be revised to suit the local construction equipment as from foreign exchange to get a heavy crane was not available.
2 Cannanore (Mapla Bay)	30·00	1962	14·14	(14·89) 1·455	2%	The break-water has progressed up to 700' and the construction of jetties are nearing completion. The project is expected to be completed during 1967-68. The project is carried out as a part of the I.N.P.
3 Beypore . . .	12·00	1963	5·69	3·20 2·10	Nil	Construction of wharf and reclamation is complete. Dredging along side has to be done. The work is expected to be completed during 1967-68
4 Baliapatam . .	22·00	1963	8.95	8·00	4·02	The basin is nearing completion. The work is expected to be completed during 1967-68.

1	2	3	4	5	6	7	8
5	Ponnani . . .	3·45	1964	0·025	2·90	Nil	It was first proposed to consrtuct a wharf and investigations were done. Then a portion of the commercial wharf was acquired but it is now again proposed to construct a wharf as the port is wanting the wharf back.
6	Azhicoe . . .	2·40	1963	1·43	1·00	Very little	Work completed.
D. MADRAS							
1	Nagapatam . .	5·66	1961	5·065	0·75	Very little	Work completed. The construction was taken up by the P.W.D.
E. ANDHRA PRADESH							
1	Kakinada . . .	5·75	1963	5·810	1·00	15%	Work completed. Work was carried out by P.W.D. who were not conversant with the type of work.

Note :—The figures in brackets indicate the actual expenditure and the figure below the same indicate the amounts reimbursed to States.

APPENDIX VIII

(*Vide* Para 5·4 of the Report)

Statement showing the plan provisions, utilisation and Share of State Governments in regard to provision of landing and berthing facilities at minor ports during second and third five year plans

(Rs. in lakhs)

Name of State	2nd Five Year Plan			3rd Five Year Plan			4th Five Year Plan			
	Allocation	Utilisation	Share of State	Allocation	Utilisation	Share of State	Total Allocation (Recommended by Working Group)	Allocation 1966-67	Utilisation 1966-67	State's Share
1	2	3	4	5	6	7	8	9	10	11
1. Gujarat	40·00	Nil (32·76 spent from Port outlay)		69·36	12·51 (19·56 spent from Port outlay)		55·00		1·13	0·565
2. Maharashtra . . .	Nil	Nil		0·87	3·01		102·00		0·58	0·290
3. Mysore	1·00	Nil		8·00	8·93		70·67		5·18	2·590
4. Kerala	21·95	0·15		100·00	77·84		275·00		9·31	4·655
5. Madras	7.80	1·26		25·00	11·43		5·00		2·50	1·250

1	2	3	4	5	6	7	8	9	10	11
6. Andhra Pradesh . . .	Nil	Nil	The State's share is limited to the loan portion. These figures, separately for this scheme alone are not availahle for reasons explained under 4(b).	7·45	5·81	The State's share is limited to the loan portion. These figures, separately for this scheme alone are not available for reasons explained under 4(b).	42·00	Rs. 20·00 lakhs for all the States.	1·00	0·500
7. Orissa	Nil	Nil		0·50	1·42		12·93		..	..
8. West Bengal . . .	Nil	Nil		Nil	Nil		10·00		..	..
9. Pondihcherry . . .	Nil	Nil		Nil	Nil		5·00		0·07	0·035
10. Goa	Nil	Nil		0·67	Nil		5·00		..	..
11. Andamans . . .	Nil	Nil		Nil	Nil		40·00		..	..
12 Lacadives . . .	Nil	Nil		Nil	Nil		1·40		..	..

APPENDIX IX

Summary of Recommendations/Conclusions contained in the Report

S. No.	Reference to para No. of the Report	Summary of Recommendations/ Conclusions
1	2	3
1.	1.7	The Committee note that of the three great Oceans of the world, the Indian Ocean is the least exploited one, the exploitation amounting to only about 2 million tonnes per annum. They realise the great potentiality of the Indian Ocean and they will attribute its low exploitation to lack of precise knowledge regarding the exploitable fisheries and the low fishing effort. In the opinion of the Committee, although there is scope for intensifying exploitation in the inshore belt, the main prospect will be in the exploitation of the off-shore and deep-sea resources, which are not being exploited at all at present. The Committee would like the Deep Sea Fishing Organisation to prepare a comprehensive scheme for effective exploitation of the deep sea fisheries for the period ending 1970-71 and plan the strategy for its execution in such a manner that quick results are achieved in the minimum possible time.
2.	1.8	The Committee would suggest that close liaison and coordination should be maintained with the Central Marine Fisheries Research Institute, which provides the basis for work to the Deep Sea Fishing Organisation, and Central Institute of Fisheries Technology, whose functions in certain spheres appear to be on lines similar to those of the Deep Sea Fishing Organisation. The Committee would also stress the desirability of fostering close relations with other Institutes set up by Central and various State Governments. Close coordination has also to be maintained with the industry, which will ultimately use the results achieved by the Deep Sea Fishing Organisation for commercial exploitation.

1	2	3
3.	1.19	The Committee are unhappy to note that it has been possible for the Deep Sea Fishing Organisation to survey an area of 19,543 sq. miles only out of the total area of 73,820 sq. miles within the off-shore belt (10 to 40 fathoms) allotted for the purpose since the inception of the Organisation in 1946. As the programmes for survey are drawn up and revised every six months on the basis of availability of resources, the Committee feel that either the targets of survey set down for each station were unrealistic, or the Organisation have failed to achieve its basic objective, namely, charting of new fishing grounds. The Committee have no doubt that had the Deep Sea Fishing Organisation achieved this important objective, the production of fish would have been much more than what it is at present. The Committee would stress that the working of the Deep Sea Fishing Organisation should be geared up in such a manner that each station is made responsible for conducting survey work in a specified area during a specified period. It should be the responsibility of the stations to fulfil the targets within the stipulated period. The reasons for shortfall, if any, in the achievement of the targets should be thoroughly examined and proper remedial steps taken by the Ministry.
4.	1.20	In this context, the Committee note that while vessels from foreign countries are exploiting large fishing areas in the Indian Ocean, such areas are practically unexplored and unexploited by Indian nationals. The Committee hope that as and when larger vessels are made available to the Organisation, exploratory fishing would be conducted in the deep sea belt also.
5.	1.21	The Committee are unhappy to note the way in which the development of fisheries in the Bay of Bengal has been handled. It appears that initially no proper survey was made about the fisheries in the Bay of Bengal and the deep sea fishing operations undertaken by the Government of West Bengal on a commercial scale were unproductive. The Committee note that the Ministry have now drawn up a pilot project for the development of fisheries in West Bengal with Canadian assistance. The project report, *inter alia* includes deep sea fishing in the Bay of Ben-

1	2	3
		gal with the help of three large vessels of 100 ft. to 120 ft. They also note that the project report is under consideration of the Canadian Government. The Committee would like the Ministry to complete the pre-investment survey expeditiously so that activisation of the project may not be delayed. The Committee would also like the Ministry to examine whether they could take up the work independently in case there is difficulty or uncertainty about the Canadian assistance.
6.	1.25	Now that the Central Marine Fisheries Research Institute has gone under the control of the Indian Council of Agricultural Research, the Committee would like the Ministry to ensure that the coordination between the Deep Sea Fishing Organisation and the Central Marine Fisheries Research Institute is not in any way disrupted. They hope that the research programmes of the Deep Sea Fishing Organisation will continue to be drawn by the said Institute in consultation with the Fisheries Research Committee. The Committee would also like to emphasise the necessity of completion of the research programmes within the stipulated time and maintenance of close coordination and liaison with the various Sub-stations.
7.	2.7	The Committee are constrained to note that the strength of the fishing fleet at the disposal of the Deep Sea Fishing Organisation has been dwindling from year to year. They are all the more unhappy to observe that the Government seem to have taken no steps to keep up this strength even when they were aware that this strength in itself was considered to be inadequate. The Deep Sea Fishing Organisation cannot be expected to carry out the exploratory work, which is its main objective, smoothly and efficiently without adequate fishing fleet. This may be one of the reasons why the Deep Sea Fishing Organisation is far behind the targets laid down for exploration. The Committee would like the Government to take energetic steps to acquire the necessary fishing vessels as early as possible, the expenditure for which has now been sanctioned. In this connection, the Committee would also like to draw the attention of the Government to the recommendation contained in para 3.29 of

1	2	3
		their Thirty-Sixth Report (Fourth Lok Sabha) on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.
8.	2.8	The Committee would also like the Ministry to investigate whether it is correct that the exploratory fishing activity of the vessels of the Organisation is confined to areas which are too well-known, as has been alleged in the Memorandum furnished to the Committee reproduced at para 2.5 of the Report.
9.	2.15	The Committee note the number of fishing vessels proposed to be acquired during the period ending 1970-71 for fisheries development in the country. They are, however, constrained to observe that not a single fishing vessel has been acquired so far since 1966-67. They are also unhappy to note that there has been an inordinate delay in deciding whether the vessels should be imported or manufactured indigenously. They deplore the complacency shown by the Ministry as well as DGS&D in the matter so much so that they have not yet taken necessary powers to negotiate with the consortia about the production of fishing vessels in India. The necessity of executing such important projects with a sense of urgency and seriousness needs no emphasis. In the circumstances, the Committee would like the Ministry to take effective and immediate steps to finalise the whole question without further delay. They would also like the Ministry to consider in advance the necessary steps that should be taken in case negotiations with the consortia fail, as in such an eventuality there is likelihood of further delay which will adversely affect the development programme.
10.	2.22	The Committee feel that chartering of foreign fishing vessels should not be encouraged as a rule because the cost of charter, which works out to about 30 per cent to 40 per cent of the cost of the vessel (trawler), appears to be prohibitive. They suggest that instead of chartering the vessels, efforts should be made to purchase the vessels outright.

1	2	3
11.	2.23	The Committee also feel that the proposal to charter the vessels from the USSR merits close and careful consideration. In the opinion of the Committee, harbour and shore facilities in the Indian ports should not be given normally to any of the foreign fishing vessels. Giving of harbour and shore facilities to foreign fishing vessels will further accentuate the difficulties being experienced by the Indian vessels due to inadequacy of such facilities and will be detrimental to interests of Indian Fishing Industry and the country. Adequate safeguards have also to be taken to ensure that this does not affect the development of Indian fisheries particularly fish catches in deep sea in any manner. The Committee would expect the Government to examine such proposals in all details keeping a special watch over the interests of the country, before coming to any conclusions in the matter.
12.	2.29	The Committee note the working of some of the vessels available with the Deep Sea Fishing Organisation. They are, however, distressed to find that the repairs costs of these vessels are very high. As a matter of fact, in some cases the cost of repairs already incurred is almost double the cost of the vessels. The Committee, therefore, suggest that it should be examined whether it will be worthwhile to continue to use some of the vessels even by incurring very high expenditure on repairs or it would be advantageous and economical to have them replaced by new vessels.
13.	2.30	The Committee appreciate that the main job of the vessels of the Deep Sea Fishing Organisation is exploration. As such, fish catches of these vessels cannot be expected to be as high as those of the commercial firms. They, however, feel that efforts can be made to have increased catches of fish while conducting exploratory work, ensuring at the same time that the exploration work of the Organisation does not suffer in any manner.
14.	2.37	The Committee note that the programme of training which was being conducted by the Deep Sea Fishing Organisation since 1952 has been transferred to the Central Institute of Fisheries Operatives in 1964. The Committee also note

1	2	3
		the requirement of technical personnel of the Deep Sea Fishing Organisation on procurement of additional vessels proposed to be acquired by the Government. The Committee hope that the required trained personnel will be available by the time the new vessels become available. They would also suggest that close liaison and coordination should be maintained with the Central Institute of Fisheries Operatives for the purpose.
15.	2.41	The Committee would like to stress that such important projects (acquiring of prototypes of exploratory vessels) should be executed with a sense of urgency as these are vital for the development of India's fisheries.
16.	2.45	The Committee note that workshop facilities for running repairs of minor nature to fishery vessels are available at Cochin, Visakhapatnam and Tuticorin. They, however, feel that in view of the fact that the future development of India's fisheries depends upon the larger vessels, there is imperative need to provide major repair facilities at various ports. They also feel that adequate slip-way and dry-docking facilities have also to be provided at some of the selected ports. The Committee suggest, therefore, that a comprehensive plan for the provision of workshop, slip-way and dry-docking facilities at selected ports may be prepared and executed in a phased manner to avoid difficulties later on. The Committee also suggest that close liaison and coordination should be maintained with the concerned port authorities for the purpose to avoid any overlapping and duplication. They feel that such liaison and coordination with the Indo-Norwegian Project is also imperative as they have built quite a big workshop at Ernakulam and a slip-way is under construction there.
17.	2.48	The Committee feel that the evaluation report submitted by the Joint Commissioner (Fisheries) on the working of the Deep Sea Fishing Organisation merits close and careful scrutiny. The Committee agree that the present programme of work of the Deep Sea Fishing Organisation should be (i) to cover the off-shore grounds upto 40 fathoms in areas not covered as yet; and (ii) to take up exploration of the deep sea particularly with reference to Tuna fish with larger

1	2	3
		vessels from the bases located in major ports. The Committee expect the Ministry to ensure that the above programme of work of the Deep Sea Fishing Organisation is fully implemented.
18.	2.49	The Committee also feel that there is an imperative need for regularly evaluating the work of the Deep Sea Fishing Organisation to ensure that the results are commensurate with the expenditure incurred. The Committee have already recommended the periodical evaluation of the Central Fisheries Research Institutes in their earlier Reports. Similar periodical evaluation should be conducted about the working of the Deep Sea Fishing Organisation also.
19.	3.2	The Committee note that the organisational set-up is adequate for the present working of the Deep Sea Fishing Organisation. In view of the fact that the larger fishing vessels are now proposed to be introduced, the Committee feel that the organisational set-up of the Organisation should be reviewed so that it could be geared up to meet adequately the expanding needs of the Deep Sea Fishing Organisation.
20.	3.7	The Committee are glad to note the steps taken for giving incentives to the floating staff engaged in experimental fishing vessels. They are also happy to note that necessary steps have been taken for revising the pay-scales of the boating staff. They hope that a scheme will soon be evolved for giving incentives to the floating staff who are engaged in exploratory vessels.
21.	3.11	The Committee suggest that the financial powers of the Superintending Engineer and the Deputy Directors may be reviewed to ensure that they are adequate to carry on the work of the Deep Sea Fishing Organisation and its various off-shore Fishing Stations promptly and efficiently. In this connection, the Committee would also like to draw the attention of the Government to the recommendation contained in para 2.21 of their Thirty-Sixth Report (Fourth Lok Sabha) on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.

1	2	3
22.	3.19	The Committee do not view the extension activities being undertaken at present by the Deep Sea Fishing Organisation as satisfactory. More collection of useful information without disseminating it to the users, especially the industry, serves no useful purpose. The Committee, therefore, stress that the results achieved through the exploratory cruises and researches being conducted by the Organisation should be immediately passed on to the fishery industry so that they could put them into practical use. The Committee suggest that an integrated scheme for giving publicity to the results achieved by the various Wings of the Organisation may be drawn up and put into operation with the assistance of the State Governments.
23.	3.26	(i) The Committee are unhappy that owing to the non-availability of vessels, two stations started at Mangalore and Veraval had to be closed down in early 1966. For the same reasons proposals to open stations at Paradeep and Port Blair during the Third Five Year Plan did not fructify. The Committee are not sure whether the proposal to start four new stations during the period ending 1970-71 will materialise as that proposal is also linked up with the availability of vessels. The Committee would, therefore, stress that all out efforts should be made to acquire at least the minimum number of vessels required as early as possible. (ii) The Committee also urge that special efforts be made to start the station at Port Blair at the earliest possible opportunity, because of the importance and potentialities of the area for fisheries development.
24.	3.32	The Committee note that there have been heavy shortfalls in expenditure during the Second and Third Five Year Plans. They need hardly emphasise that the projects for which financial provision has been made in a particular Plan period should be completed within the Plan period itself, so that the necessity of spill-over of projects from one Plan to another Plan may be obviated.
25.	4.10	The Committee need hardly point out that the yard-stick for the development of fishery indus-

1	2	3
		try in any country is the number of fishing harbours and the facilities for commercial fishing it has, since large scale operations are only possible from fishing harbours. Viewed in this context, the Committee do not feel that the progress achieved so far in providing landing and berthing facilities at minor ports, is satisfactory. They recommend that the whole machinery deployed on this important project should be geared up and all-out efforts made to complete the construction of the fishing harbours already taken in hand.
26.	4.11	As regards the execution of the project work by the States on behalf of the Central Government, the Committee suggest that the feasibility of further decentralising the work may be considered. The State Governments also be urged to furnish the necessary certificates with regard to scrutiny of the work as speedily as possible. In any case, the Committee feel that earnest efforts should be made to reduce the time-lag at the various stages from the date of making the proposal o the actual execution of the project, and to do away with avoidable procedural delays.
27.	4.12	The Committee further suggest that the question of sheltering the mechanised fishing boats and vessels at the various commercial harbours, especially during cyclones, bad weather, etc. till such time the fishing harbours are ready, should be taken up with the port authorities concerned.
28.	4.16	The Committee are not satisfied with the progress of work relating to the provision of landing and berthing facilities at Bombay, Haldia, Mangalore, Tuticorin, Madras and Visakhapatnam. They regret to note that it has not been possible to start construction work at any of these sites so far. They are also unhappy that the Budget Provision of Rs. 200 lakhs for 1967-68 was cut down to Rs. 100 lakhs, which should have an adverse impact on the pace of construction. The Committee do not expect that with the present tempo of work, it will be possible to utilise fully the amount tentatively provided for the purpose during the period ending 1970-71. The Committee, therefore, stress that such project should be given the attention they deserve and executed expeditiously.

1	2	3
29.	4.25	The Committee note the Plan of Operation for Pre-Investment Survey of Fishing Harbours under the auspices of United Nations Development Programme (Special Fund).
30.	4.26	The Committee agree that pre-investment survey is an essential pre-requisite for the development of a harbour. They note that the progress in the construction of fishing harbours in India has been slow due to the non-availability of consultant engineers in the country who could prepare the pre-investment survey reports. The Committee suggest that sufficient number of Indian engineers and technicians should be attached with their foreign counterparts, who are expected to prepare the pre-investment reports under the auspices of the United Nations Development Programme, so that they could be properly trained to work independently in the future development of not only fishing harbours but commercial harbours also.
31.	4.27	The Committee trust that the whole project would be executed in close coordination and collaboration with the concerned State Governments and the State Port Authorities. The Committee would also stress that in the cases of sites where pre-investment surveys have been completed, there should be no delay in starting the construction work.
32.	4.32	The Committee are surprised to learn that no specific targets and time-limits have been laid down for completing the construction of fishing harbours with the result that out of the two fishing harbours taken up for construction during the Second Five Year Plan, none could be completed during that Plan and only one could be completed during the Third Five Year Plan. Although construction of 16 additional fishing harbours was taken up during the Third Five Year Plan, all had to be carried over. In this connection, the Committee are distressed to note that, the estimates of expenditure are likely to go up owing to the delay in completion of the construction work. The Committee would therefore, urge that specific targets and time-limits should be laid down for all such

1	2	3
		construction work in future. They also suggest that the whole procedure of constructing fishing harbours should be streamlined so as to bring about improvements and quick results.
33.	4.33	The Committee note that the States were not very enthusiastic in the past about the provision of landing and berthing facilities as half the money would have to be found by them. Now that the Central Government has undertaken to meet the entire expenditure on the Provision of Landing and Berthing Facilities at Minor Ports, the Committee hope that the pace of construction of fishing harbours will be accelerated.
34.	4.41	While noting that the technical and constructional know-how and the technical personnel required for constructing fishing harbours are available in the country, the Committee would stress the need for developing technical know-how as regards pre-investment survey also in the country. They hope in due course dependence on foreign experts in this particular direction will be totally eliminated.
35.	4.45	The Committee would like to stress that the work in connection with the construction of fishing harbours should not be allowed to suffer due to lack of requisite equipment. They suggest that inescapable and immediate demands for efficient execution of the projects should be noted down and efforts made to get them on loan from port authorities. Failing this these may be obtained under some foreign aid programmes. At the same time concerted efforts should be made to develop the equipment indigenously.
36.	5.9	The Committee are surprised to note that the Ministry do not have separate figures of loans and grants given by the Central Government to the States during the Second and Third Plan periods with regard to landing and berthing facilities. In the absence of such statistics the Committee can only conclude that the control of the Ministry in regard to the proper utilisation of the funds placed at the disposal of the State Governments was ineffective.
37.	5.10	The Committee are distressed to note that there are heavy shortfalls in expenditure both on

1	2	3
		the Second Five Year Plan and Third Five Year Plan schemes. They need hardly emphasise that co-ordinated efforts should be made to complete the schemes within the Plan period itself and avoid spill-over of projects from one Plan to another. They suggest that necessary corrective measures should be taken immediately so as to ensure that the schemes included in the next plan are completed within the stipulated time and funds provided for the purpose are utilised properly and fully.
38.	5.16	The Committee are glad to note that the Government propose to go ahead on their own with regard to the work on the five major ports rather than wait for the World Bank assistance. The Committee hope, however, that Government would be able to secure the necessary assistance from the World Bank as soon as the work of the Study Team, which is going round the ports, is completed.

APPENDIX X

(*Vide* Introduction)

Analysis of Recommendations/Conclusions contained in the Report

I. CLASSIFICATION OF RECOMMENDATIONS

A. Recommendations for improving the Organisation and Working:

Serial Nos. 1, 2, 3, 4, 5, 7, 8, 9, 11, 14, 15, 16, 17, 19, 20, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 33, 34, 35, 36, 37 and 38.

B. Recommendations for effecting economy:

Serial Nos. 6, 10, 12, 13, 18, 24 and 32.

II. ANALYSIS OF THE RECOMMENDATIONS DIRECTED TOWARDS ECONOMY

S. No.	S. No. as per summary of recommendations (Appendix IX)	Particulars
1	2	3
1.	6	The Committee have emphasised the necessity of completion of the research programmes within the stipulated time.
2.	10	Chartering of foreign fishing vessels should not be encouraged as a rule because the cost of charter, which works out to about 30 per cent to 40 per cent of the cost of the vessel appears to be prohibitive.
3.	12	Repairs costs of the vessels available with the Deep Sea Fishing Organisation appear to be very high. It should be examined whether it is worthwhile to continue to use some of the vessels even by incurring very high expenditure on repairs or it would be advantageous and economical to have them replaced by new vessels.
4.	13	Efforts should be made to have increased catches of fish while conducting exploratory works ensuring at the same time that the exploration work of the Organisation does not suffer in any manner.

1	2	3
5.	18	There is an imperative need for regularly evaluating the work of the Deep Sea Fishing Organisation to ensure that the results are commensurate with the expenditure incurred.
6.	24	The projects for which financial provision has been made in a particular Plan period should be completed within the Plan period itself so that the necessity of spill-over of projects from one Plan to another Plan is obviated.
7.	32	The Committee are distressed to note that the estimates of expenditure are likely to go up owing to the delay in completion of the construction work. Specific targets and time limits should be laid down for the construction works in the future.

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E.C. No. 534

ESTIMATES COMMITTEE (1967-68)

FORTY-FIRST REPORT

(FOURTH LOK SABHA)

MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION

(DEPARTMENT OF AGRICULTURE)

Central Institute of Fisheries Operatives, Ernakulam

LOK SABHA SECRETARIAT
NEW DELHI
March, 1968
Chaitra, 1890 (Saka)
Price : 85 Paise

Page 25, line 29, for 'which'
read 'winch'
Page 27, line 5, for 'got' read 'get'.
Page 27, line 17, for 'trawels'
read 'trawls'
Page 27, line 24, for 'affective'
read 'effective'
Page 44, para 5.4, line 10, for
'rennovation' read 'renovation'
Page 55, line 7, delete '19'

rincess Street, ...

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C_O_R_R_I_G_E_N_D_A

TO

Forty-First Report (Fourth Lok Sabha) of Estimates Committee on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) - Central Institute of Fisheries Operatives, Ernakulam

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Page 6, para 2.11, line 8, for 'compentency' read 'competency'
Page 10, para 2.24, line 3, delete 'the' after 'besides'
Page 11, para 2.26, line 2, for 'that' read 'it'
Page 12, in the statement, against 'Total' for '22' read '220'
Page 12, para 2.27, line 8, insert 'the' after 'with'
Page 13, para 2.32, line 6, for 'owever' read 'however'
Page 18, line 12, for 'passes' read 'possess'
Page 22, para 3.22, line 12, for 'one' read 'on'

(p.t.o.)

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CHAPTER I

INTRODUCTORY

A. Genesis

1.1. Realising the urgent need and importance of organising co-ordinated fisheries educational system to meet the demands of fishery industry, the Government of India appointed a committee on Fisheries Education on the 4th June, 1958 under the chairmanship of Dr. N. K. Panikkar, the then Fisheries Development Adviser to the Government of India, to report on the man-power requirements, type of permanent educational system and the other relevant details. This Committee in its Report (1959) recommended *inter alia* that organised institutional training in the operatives fields is essential and should be developed as early as possible and that the training of Skippers, Master Fishermen, Mates, Engine Drivers, Boat and Shore Technicians of various kinds should be organised and brought within the frame-work of training institute for fisheries operatives. In the Committee's own words: "The Committee is convinced that there is a great need for training operatives at various levels of skill in fishing, navigation, boat building, marine engineering, fish handling and processing, marketing etc. Training in these skills should be separate from the training for Development Officers. For such vocational training, preference should be given to fishermen wherever possible."

1.2. The Committee noted that the prevailing provision of training of fishery workers of various categories was unsatisfactory. The training was largely *ad hoc* with an excessive academic bias and with inadequate facilities for giving practical experience. The existing arrangements were not capable of training personnel in the numbers required nor did they train to the required levels of proficiency. The Committee felt that the developmental plans called for a great increase in the numbers of skilled operatives at various levels of industry, and simultaneously correspondingly large increase in the number of officers carrying the burden of development on behalf of Government. The Committee therefore concluded:

> "Organised training in the operatives field should be developed at an early date and that training of Skippers, Master Fishermen, Mates Engine Drivers, boat and shore technicians of various kinds should be organised and brought within the framework of the training Institute for Fishery Operatives. Such an institute will be the linchpin

of the fishermen's training centres already established during the Second Plan or to be established in future. The Committee would conclude its present study by urging the Government to take steps for initiating the operatives training project at the same time as the establishment of the Central Institute of Fisheries Education."

1.3. The Government of India accepted these recommendations of the Fisheries Education Committee and decided to set up an Operatives Training Institute at Cochin.

1.4. On a request from the Government of India the Standing Committee of the Indo-Norwegian Project at its 15th Meeting held in October, 1961 approved the engagement of a Norwegian Fisheries Training Expert for drawing up a Project Report on such an Operatives Training Institute.

1.5. In the middle of January, 1962, Mr. Hans Tambs—Lyche was engaged by the Norwegian India Foundation for a period of minimum three months, reckoned from the 1st of February, for drawing up the Project Report.

1.6. The Project Report was submitted to Government in April, 1962 and the Government established the Central Institute of Fisheries Operatives at Ernakulam in 1963.

B. Objectives

1.7. The objective of the Institute is to create suitable and adequate manpower to meet the demands of the fishery industry of India and to place the Indian fishery industry on modern lines capable of exploiting the fisheries in the high areas. The Institute trains operatives suitable and adequate for manning the High Sea Fishing Vessels and for related jobs.

1.8. The Institute has facilities for training different categories of personnel needed for High Sea fishing industry such as Skippers, Fishing Mates, Engine Drivers, Gear Technicians, Boat Building Foremen, Shore Mechanics, Radio Telephone Operators and Teacher Trainees. In addition, facilities are being created for giving refresher course for Skippers, Fishing Mates and Engine Drivers.

1.9. The Committee note that the Central Institute of Fisheries Operatives has been set up to provide institutional training to operatives at various levels of skills in fishing, navigation, boat-building, marine engineering, etc. The Committee hope that the

Institute when fully developed would be in a position to satisfy the growing demands of varioss categories of operatives required for the fishery industry in the coming years. The Committee would stress the need for maintaining close coordination with the Central Institute of Fisheries Education at Bombay which gives composite training to administrative personnel of higher categories in a large number of fields pertaining to fisheries. These two Institutes as well as the State Training Institutes should be in a position to meet the manpower requirements of the developing fishery industry.

2.9. There is need of trained teachers with knowledge in designs, construction and operation of modern fishing gear in all its aspects, navigation and seamanship, establishment and organisation of training centres, teaching methods and its principles. This Institute aims to train qualified teachers for this purpose. There are more than 32 Fishermen Training Centres operated by State Governments along the coast and they in total train about 500 candidates at a time to man the small boats and teachers trainees are needed to impart training for the State Training Centres organised by the States.

2.10. The Working Group in its Report on Fourth Five Year Plan on Fisheries has observed that "There is very great need of training fisheries operatives in different types of fishing and the present capacity for training such persons is either non-existent or very limited in most of the categories."

2.11. In a written note furnished to the Committee it has been stated that there is demand for such trained personnel in view of the proposed expansion of fishing fleet in the country. It is expected that during the next five to six years another 8,000 mechanised fishing vessels of different sizes and types may be added to the existing fleet. The present trend of the development indicates that out of this at least 200 would be the class of vessels which require men with compentency certificate. This translated into man-power requirements would mean a demand of 100. Skippers, 600 Engine Drivers. 500 Fishing Second Hands, 40,000 Fishermen, 50 Marine Engineers, 100 Wireless Operators. Apart from this large number of supporting skilled men like Mechanics, Gear Fabricators, Boat Building Foremen etc. also would be required.

2.12. The Committee wanted to know the requirements of various classes of operatives during the Third Five Year Plan and the extent to which these requirements were met. In a written note furnished to the Committee it has been stated as follows:—

"The Committee on Fisheries Education assessed the requirement as below:

Category of personnel	Estimated Number
District Fisheries Development Officers	350
Assistant Fisheries Development Officers, Fisheries Inspectors, etc.	500
Research and Technological Personnel	250
Extension Specialists	50
Fishery Statisticians	50
Fisheries Marketing Specialists	75
Fishery Co-operators	200

Category of personnel	Estimated Number
Fishery Engineers	
Fish Farm Engineers Reservoir Engineers Refrigeration Engineers Electronics Engineers	30
Marine Engine	50
Engine Drivers	100
Boat Building Foremen	50
Naval Architects	10
Fishing Boat Personnel	
Skippers for large vessels	50
Skippers, Master Fishermen, Mates, etc. for large and medium vessels	150
Gear Technicians	50
Technical Shore Personnel	
Master Mechanics	50
Fish Processing Technicians	120"

2.13. 59 Fishing Mates, 49 Engine Drivers and 19 Gear Technicians were trained by the end of the 3rd Plan period.

2.14. The following statement shows the requirements of training of different categories of Marine Fisheries personnel together with the existing/anticipated facilities for training at the Central Institute of Fisheries Operatives, Ernakulam and proposed sub-stations at Madras, Paradeep and Veraval during the period 1966-71.

Category of personnel	Requirements for 1966—71	Training facilities available/proposed to be created during 1966-67				
		Ernakulam	Madras*	Paradeep†	Veraval†	Total
1. Skippers	100	..	90	90	90	270
2. Engine Drivers (Class I)	100	..	90	90	90	270
3. Fish ing Second Hands	500	200	120	80	100	500
4. Engine Drivers (Class II)	500	200	120	80	100	500
5. Gear Technicians	250	100	60	40	50	250
6. Boat Building Foremen	500	100	60	40	50	250
7. Teacher Trainees	100	50	..	..	..	50
8. Shore Mechanics	250	50	..	..	..	50
9. Radio Telephone Operators	100	50	50	20	20	140
10. Marine Engineers **	50	..	..	..	..	..

2.15. As the Central Institute of Fisheries Operatives is engaged in the training of Marine Fisheries Operatives only, the above statement does not give figures relating to inland fisheries.

2.16. The Committee have noted that as against the estimated requirement of 500 each of Fisheries Second-Hands and Engine Drivers (Class II) the existing facilities are only for 200 of each category.

*Already approved but courses yet to begin.
†Yet to be started. This will be started after an assessment of the actual requirements.
**This will be advanced course of training for Engine Drivers Class II.

2.17. Asked to state how the shortage of these categories of personnel is proposed to be met, the Committee have been informed that additional manpower, in these categories will be trained at Madras where a Sub-station of the Institute will be established and by expanding the facilities at Ernakulam for the present. Proposals to establish additional institution also will be examined.

2.18. The Committee wanted to know the difficulties envisaged by the Ministry in meeting in full the requirements of trained personnel and the proposals to meet the deficiencies. In a written note it has been stated that the training of Fisheries Operatives is essentially a job-based training requiring extensive facilities for field experience including actual training in large fishing vessels, operation of navigational equipments, construction, repair and maintenance of fishing vessels, engines, electronic equipment, etc. In the initial stages, there had been some difficulty in making available such facilities. There was also difficulty due to lack of qualified instructors. It, therefore, become necessary to organise the courses in stages. Now most of the difficulties have been over-come, 2 training vessels are expected from Sweden next August and the Government have sanctioned 2 training vessels to be built in India for the use of this Institute and the Indo-Norwegian Project is proposing to supply some equipment.

2.19. The Estimates Committee note that the Committee on Fisheries Education had given the revised assessment of technical personnel for fisheries required to be trained by 1966 in its report published in August, 1959. As against 150 Skippers, Master Fishermen, Mates, etc. for large and medium vessels, 50 Gear Technicians and 100 Engine Drivers the Institute could train only 59 Fishing Mates, 49 Engine Drivers and 19 Gear Technicians by the end of the Third Five Year Plan period. The Committee feel that had the Government acted promptly to set up the Central Institute of Fisheries Operatives on the basis of the recommendation made by the Committee on Fisheries Education in 1959, facilities could have been created much earlier for imparting training to the various categories of technical personnel required for fisheries development. As matters stand, the Institute was set up in 1963 and is confronted with a big gap between the requirement and the availability of technical personnel. An all-out effort has, therefore, to be made to bridge this gap so that the fisheries development plans are not hampered.

2.20. The Committee note that 500 Boat-Building Foremen, 100 Teacher Trainees and 250 Shore Mechanics would be required by 1970-71, but the Institute would not be in a position to meet this

requirement in full even after creating additional facilities by way of new Sub-Stations. They are also unhappy to note that this Institute would not be able to train any Marine Engineers even by 1970-71 although 50 Marine Engineers would according to the Ministry, be required by then. The Committee, however, are glad to note that the target for training Skippers, Engine Drivers (Class I) and Radio Telephone Operators would be exceeded by 1970-71 after additional training facilities are created by that time.

2.21. The Committee would suggest that a more realistic assessment of the training requirements of the various categories of technical personnel required during the next five years be made and a phased programme drawn up for augmenting the training facilities in the Institute as well as in the Sub-Stations which are proposed to be set up, so that there is no further shortfall in the number of trained personnel by the end of 1972-73.

B. Need for creating additional facilities for training fisheries operatives

2.22. It has been stated by the Ministry that even after utilising the full capacity at the Central Institute of Fisheries Operatives Ernakulam, the shortfall of trained personnel is expected to be about 1700 during the next five years and unless steps are taken to meet this shortfall, fishing capacity will be affected.

2.23. It has been further stated that the creation of additional facilities for training of manpower was discussed by the Central Board of Fisheries on which all the State Governments/Union Territories/industry are represented. It was the unanimous decision of the Central Board of Fisheries that in order to strengthen the fishing capacity, it is essential to increase the training capacity by organising institutes at Madras, Paradeep and Veraval.

2.24. Proposals were accordingly made and approved by the Central Board of Fisheries for setting up three Sub-Stations of the Institute at Madras, Veraval and Paradeep besides the strengthening the Central Institute of Fisheries Operatives at Ernakulam.

2.25. It has also been stated that setting up of the Sub-Station at Madras has been sanctioned recently and steps have already been taken to set up one Sub-Station at Madras for the present. Land and buildings are being furnished by the Madras Government. The capital cost of this Sub-Station is estimated at Rs. 16.63 lakhs.

2.26. In a project report prepared by the Institute for training of personnel during the Fourth Plan period, that has been stated that the following targets have been laid down for Sub-Stations at Madras, Paradeep and Veraval:

Proposed Sub-Station at Madras

Courses	Targets to be achieved		
	1958-69	1969-70	1970-71
Master Fishermen	40	40	40
Engine Drivers	40	40	40
Gear Teachnicians	20	20	20
Boat building Foremen	20	20	20
Radio Telephone Operators	..	10	10
Up-dating Skippers	..	45	45
Up-dating Engineers	..	45	45
TOTAL	120	220	220

Propsed Sub-Station at Paradeep

Courses	1965-67	1957-68	Targets to be achieved 1958-69	1969-70	1970-71
Master Fishermen	..	Estt. of the Unit Regular courses will commence in 1968-69	20	40	40
Engine Drivers	..		20	40	40
Gear Teachnicians	..		10	20	20
Boat Building Foremen	..		10	20	20
Radio Telephone Operators	..		..	10	10
Up-dating Skippers	..	45	45	45	45
Up-dating Engineers	..	45	45	45	45
TOTAL	..	90	150	220	220

Proposed Sub-Station at Veraval

Targets to be achieved

Courses	1966-67	1967-68	1968-69	1969-70	1970-71
Master Fishermen .	Estt. of the Unit in 1967-68 Regular courses will commence in 1968-69	..	20	40	40
Engine Drivers .		..	20	40	40
Gear Technicians		..	10	20	20
Boat Building Foremen .		..	10	20	20
Radio Telephone Operators .		..	..	10	10
Updating — Skippers		45	45	45	45
Updating — Engineers		45	45	45	45
TOTAL .		90	150	220	22

2.27. It has been stated that for strengthening the existing facilities at the Central Institute of Fisheries, Operatives, Ernakulam, and for setting up of three additional units, the services of experts in different branches of fishing technology, large training vessels equipped with modern gear handling equipments and all types of modern fishing gear and connected items would be necessary. These facilities are not available in India at present and it is proposed to seek these facilities from other countries with help of the United Nations Special Fund.

2.28. In the Project Report drawn up for seeking United Nations Special Funds assistance, it has been stated that the Government of India will contribute towards the following expenses:—

(i) Towards the salary of the counter-parts *viz.*, Chief Instructors.

(ii) Salary towards the other technical staff such as Speakers, Bosuns, Engine Drivers etc.

(iii) Equipment required in connection with the secretarial work for the experts and technical staff, *e.g.*, calculating machines, type-writers etc.

(iv) Accommodation facilities for office.

(v) Conveyance and transport facilities (*e.g.* jeep, truck etc.).

(vi) Furniture etc.

(vii) Service and maintenance facilities.

2.29. The Special Fund will meet the following expenses:

(i) Salary of the experts.

(ii) Expenses for the award of fellowships to train instructors.

(iii) Expenses towards the purchase of vessels, gear and other machinery required to be imported from abroad.

(iv) Miscellaneous expenses incurred in connection with the purchase of equipment etc. from abroad will be debited to the Special Fund account.

2.30. It is envisaged that the U.N. Special Fund will contribute to the extent of $14,09,655.

2.31. It was proposed to executive the scheme in two different phases of five years each; the first phase was expected to be initiated during 1966-67 and the second phase during 1968-69. The Committee, however, understand that the Project Report is under revision as per the suggestion of the Ministry of Finance (Department of Economic Affairs) to which it was referred for clearance.

2.32. The Committee wanted to know the year-wise number of candidates which each State had undertaken to send for training in these Sub-Stations. In a written note furnished by the Ministry it has been stated that no undertaking has been given by the States regarding the actual number of persons they would depute for training in these Sub-Stations. owever, if the fishing capacity has to be maintained at the level programmed by the States in the various plans, it will be essential to train adequate number of suitable persons to man their fishing vessels and the supporting organisation.

2.33. The Committee desired to know the procedure followed by the Ministry in assessing the requirements of the private industry for various categories of fisheries personnel requiring training in the Central Institute of Fisheries Operatives and its Sub-Stations. The representatives of the Ministry have stated in evidence, "We have based our calculations on 200 vessels that would be available during the Fourth Plan period. Most of them will be put in the private sector.....The calculation was made on the basis that if there were 12 vessels 60 hands would be needed." As regards the method of assessment of the requirements, it has been stated in a note, "The Ministry is fully informed about the requirements of the private industry as the entrepreneurs have to consult the Ministry on various matters before establishing new fishing enterprises or undertaking expansion."

2.34. The Committee are surprised that no undertaking had been given by the State Governments regarding the actual number of persons they would depute for training to the Sub-Stations of the Central Institute of Fisheries Operatives. It is also surprising that no firm and reliable assessment had been made with regard to the requirements of the private sector before setting up the Institute and the Sub-Stations. The Committee need hardly point out that without proper assessment of the number of trainees that were expected to be trained in the Institute and its Sub-Stations, the basis of assessment adopted by Government is likely to prove incorrect and may, therefore, affect the programme of training of the various categories of personnel. The method adopted in assessing the requirements of the private industry also appears to the Committee to be a roundabout one. The Ministry should have obtained specific figures from the associations or representatives of the industry concerned in the various regions of the country so that an integrated plan for training could be drawn up and implemented.

C. Facilities at the Training Centres in the States

2.35. It has been stated that ten States have facilities for training operatives for handling small mechanised boats. The States Training Centres are, however, not intended for training operatives of larger vessels.

2.36. The Committee desired to have a note showing the number of Training Institutes existing in the various States, their intake capacity and the number of operatives (category-wise) expected to be trained by them during the Fourth Plan period. The following information has been furnished by the Ministry:

Sl. No.	States	No. of training centres	No. of trainees in each batch	Duration of training
(1)	(2)	(3)	(4)	(5)
1.	Gujarat . . .	3	90 (30 each)	10 months
2.	Maharashtra . . .	4	80 (20 each)	6 months
3.	Mysore	1	40	6 months
4.	Kerala	5	200 (40 each)	38 weeks

1	2	3	4	5
5.	Madras	6	180 (4 centres 20 each 1 centre 40 and 1 centre 60)	10 months
6.	Goa	1	20	6 months
7.	West Bengal . . .	2	30	4 months
8.	Andhra	1	25	6 months
9.	Orissa	2	60	10 months
10.	Pondicherry . . .	2	Details not known	
	Total	27	725/batch (Pondicherry is not included)	

2.37. Asked to state whether there is need to expand the capacity and facilities of the training centres in the States the Committee have been informed that there is such a need and the States have programmes to expand the capacity and facilities at the Fishermen's Training Centres. During the course of evidence the representative of the Ministry has stated that "when we discussed the annual plans with the States we found that they have always set apart provisions for improving the facilities in the Training Centres and they keep on expanding such facilities."

2.38. It has, however, been added that it would not be economical for the States to duplicate training facilities for larger vessels which already exist at the Central Institute of Fisheries Operatives, Ernakulam.

2.39. The Committee note that the duration of the training course in the various training centres under the State Governments varies from State to State extending from 4 months to 10 months. They suggest, therefore, that the need for having uniformity in the duration as well as the courses of training should be emphasised on various State Governments so as to avoid different levels of efficiency amongst the personnel trained in different State centres.

2.40. The Committee recommend that the Ministry should review the position regarding expansion of training facilities both at the Fisheries Training Centres in the States and in the Central Institute of Fisheries Operatives and its Sub-Stations so as to have a co-ordinated approach in the matter. If the intention of the Ministry is that the training facilities for larger vessels should be concentrated in the Central Institute and its Sub-Stations, this should

be clearly pointed out to the State Governments concerned so that there is no duplication of training facilities. Moreover, keeping in view the need to train up the personnel estimated to meet the needs of fisheries development anticipated, the Ministry should carry out expansion in the training facilities for Fisheries Operatives ensuring at the same time that the maximum utilisation is made of the existing facilities in the various centres and the Institute and its Sub-Stations.

2.41. The Committee hope that the persons trained in the Fisheries Training Centres in the States and in the Central Institute of Fisheries Operatives and its Sub-stations will be gainfully employed in the trade in which they have been trained.

CHAPTER III

ADMISSION, COURSES OF STUDY, ETC.

A. Admission

General Educational qualifications for entering the Institute

3.1. In the Project Report on the establishment of Institute drawn up by Mr. Hans Tambs-Lyche, a Norwegian Fisheries Training Expert, general educational qualifications for entering the Central Institute of Fisheries Operatives were laid down as follows:—

> "As the Operatives Training Institute is going to recruit students for all parts of the Indian Coasts, it will be necessary to use English as the main language during the training, and it is unavoidable that the students must have a working knowledge of that language. A basic knowledge of mathematics and science is also very desirable.
>
> It is suggested, that a knowledge of the said subjects equivalent to the SSLC should be required. It is not necessary that the students have passed the SSLC examination in full, if only their knowledge of English is upto that standard.
>
> On the other hand, there are very few fishermen who take their SSLC and most of those who do, intend to leave fishing for better paid and socially more esteemed occupations. It is, however, very important that the students of the Operatives Training Institute should be recruited from among the fishermen. As far as master fishermen, engine drivers and gear technicians are concerned, that would rather be a necessity.
>
> If the minimum qualifications for entering the Operatives Training Institute could be lowered to an equivalent of the 8th Standard, it would make it considerably easier for bonafide fishermen to fulfil the requirement. On the other hand, it seems to be rather commonly felt that 8th Standard or an equivalent would not be sufficient for an effective training.

It will be proposed to set aside a number of lessons at each of the courses at the Operatives Training Institute for general education, upto 150 hours in the 10 months courses. But that will not be sufficient to bring those students who needed it up from the 8th Standard to SSLC level.

It seems, therefore, desirable to arrange for preparatory courses. It is difficult to fix the duration for such preparatory courses. But the following could be considered subject to discussions.

Fishermen, with a background education comparable to 8th Standard, and who passes the other qualifications required for entering the Operatives Training Institute should pass a 3 months' intensive training course, mainly in English, but also including some elementary items of mathematics and sciences.

These young fishermen would be at least 19-20 years of age, and they would have some knowledge of English beforehand. A three months course may be sufficient to give them the necessary working knowledge of the language.

Such preparatory courses could be arranged by local (Secondary School) authorities or by State Authorities through the Fishermen Training Centres. At the beginning, however, it would be better to arrange them at the Operatives Training Institute.

It would be sufficient to hold such courses once a year starting three months before the starting date of the full year's (effectively 10 month's) courses.

All students may not need to follow the preparatory course, but they should be encouraged to do so. The time used for it will quite certainly be rewarded by a better effect of the subsequent vocational training.

For the half-year courses (gear technicians and fish processors), one should let those students who have a sufficient knowledge of English take the second course each year (starting 1st of January). If some of them would have to or would like to follow the preparatory course, there would be a break of 6 months between the preparatory course and the main course. That will be a minor difficulty, and will only concern a few students."

3.2. In a written note furnished to the Committee it has been stated that all the candidates on their joining the Central Institute of Fisheries Operatives are given a three-month preparatory course mainly in English in addition to elementary Mathematics and Science.

3.3. The Committee are happy to note that the Institute gives a three-month preparatory training to the new entrants. They trust that this facility will be continued and made a part of the training course so that more and more fishermen can take advantage of the training imparted at the Institute.

3.4. The Committee agree with the observations of Mr. Hans Tambs-Lyche, a Norwegian Fisheries Training Expert, who prepared the Project Report on the establishment of the Institute that the students at the Operatives Training Institute should be recruited from among the fishermen and as far as Master Fishermen, Engine Drivers and Gear Technicians are concerned, that would rather be a necessity. They would urge that while admitting candidates preference should be given to young fishermen having background education upto 8th standard. The States may be requested to give wide publicity through fisheries schools about the facilities for training available at the Institute.

B. Courses of Study and Syllabus

Courses of Study

3.5. The Committee have been informed that at present the following courses are in progress at the Institute:—

Name of the course	*Duration of the course*
(1) Fishing Second Hands	15 months.
(2) Engine Drivers	15 "
(3) Gear Technicians	9 "
(4) Boat Building Foremen	15 "
(5) Invessel Trainees	48 "
(6) Teacher Trainees (Ad-hoc course)	6 "

3.6. It has been stated that the Institute has created necessary facilities for initiating Shore-Mechanics and Radio Telephone Operators Courses. The training courses have commenced in January,

1968. It is proposed to train 10 Shore Mechanics and 10 Radio Telephone Operators in each batch initially. This will be further increased suitably in the subsequent years.

3.7. The Committee wanted to know if the State Governments had communicated their requirements of Shore Mechanics and Radio Telephone Operators. The Ministry in a written note have stated that all the maritime states have not yet communicated their firm requirements.

3.8. While the Committee are glad to note that the Institute has started training courses for Shore Mechanics and Radio Telephone Operators, they fail to understand why it could not be possible for the Institute to ascertain well in advance the firm requirements for such personnel from the States before finalising arrangements for starting the courses. They hope that the Institute would ensure that the intake capacity for these two categories of personnel is fully utilised.

Relaxation of Rules and Regulations Applicable to Motorised Fishing Vessels, 1959.

3.9. It has been stated that after acquiring sufficient sea time and obtaining the Fishing Mate Certificate a Fishing Second Hand becomes eligible for the Skipper Competency Certificate.

3.10. According to Section 76(4) of the Merchant Shipping Act, 1958, any Skipper, who is going to take a fishing vessel of 25 tons or more to sea, must carry a certificate. If the vessel is above 50 tons, it should in addition to the Skipper, be manned by a certificated Second Hand.

3.11. In this connection it had been suggested by the Fisheries Enquiry Committee on Rules and Regulations Applicable to Motorised Fishing Vessels, 1959, that the limits of 25 and 50 tons mentioned above, should be altered to 50 and 100 tons respectively, when fishing vessels are considered.

3.12. Asked to state whether the Ministry of Transport had accepted the suggestion, the Committee have been informed that, "the Ministry of Transport has suggested that no modifications need be made to the rules at this stage. Relaxations will, however, be considered if any difficulties are experienced and exemption granted in suitable cases."

3.13. The Committee also wanted to know the grounds on which such relaxation was sought and what would be the effect on general

efficiency. It has been stated that the grounds on which such relaxation was sought was to reduce man-power requirement per vessel and consequent economy in operational expenditure; and it was not expected that there would be any effect on general efficiency.

3.14. The Committee have also been informed that the Mercantile Marine Department has recognised the Sea-Service Training given by the Institute to its trainees as sufficient to enable them to become Skippers and Fishing Second Hands. In token of this recognition they have allowed a remission of sea-time of 9 months against the time spent by the candidates in the Institute.

3.15. No sea-time training is, however, given to Skippers as they have to earn the qualifying sea-time by working on the fishing vessels.

3.16. The Committee note that the Ministry of Transport has not accepted the suggestion with regard to modifications in the Rules and Regulations Applicable to Motorised Fishing Vessels, 1959 on the ground that "relaxations will, however, be considered if any difficulties are experienced and exemption granted in suitable cases." The Committee do not know whether the skippers and owners of vessels concerned are aware of the decision of the Ministry of Transport as otherwise it is unlikely that they will seek relaxation.

Teachers Training Courses

3.17. The Teachers Training Course started in April, 1967 was only on an *ad hoc* basis. Only 3 trainees who have already undergone Gear Technicians Course were trained as teachers at the special request of the concerned State Governments. The training programme has not yet been placed on a permanent basis. Each year about 10 teachers are likely to be trained.

3.18. The Teachers Training Course conducted by the Institute is meant for training teachers for State Fishermen's Training organisations and aims at strengthening their knowledge in fishing, marine engineering and also in principles of teaching, organisation of fishing centres, preparation of syllabii etc.

3.19. It has been further stated that the training course of 9 months duration is considered sufficient to adequately equip the teachers because only candidates who have knowledge of the subject but who have to be equipped for teaching will be admitted. The Scheme is, however, proposed to be reviewed after a suitable interval.

3.20. The Committee desired to know whether the Institute ascertained the requirements of the teachers from the States to be trained in the Institute during each year, and if so, the break up State-wise. The Committee has been informed in a written note that the States have been consulted. The need for creating a good band of trained instructors has been recognised by all the States. No statistics about the requirements of teachers have been published.

3.21. The Committee are surprised that no specific requirements of the teachers from the States to be trained in the Institute during each year appears to have been ascertained. On the other hand when the course was started in April, 1967 on an *ad hoc* basis, only 3 trainees were trained as teachers at the special request of the concerned State Governments. In these circumstances the Committee are doubtful whether it will be possible for the Institute to have even 10 candidates for the Teachers Training Course. They would like this matter to be specifically taken up with the State Governments and thereafter a review of the scheme made in order to see if it would be worthwhile to continue the course.

Syllabus

3.22. In the Project Report on the establishment of the Institute drawn up by Mr. Hans Tambs—Lyche, a Norwegian Fisheries Training Expert an outline of curriculum for the different courses to be undertaken by the Institute has been given as follows:—

The Master Fishermen's Course.—"There will be no need of differentiating between the education of fishing Skippers and Master Fishermen. Their position on board a fishing vessel will be different, but they should know each other's work and should be able to step in for each other. Such students who will pass their examinations as second hands before they can get their certificate, may do their subsequent sea-service as master fishermen one board a fishing vessel of the required size manned by a certified skipper.

"As 'Skipper of a fishing vessel' has its exact meaning according to the Merchant Shipping Act. 1958, 'Section 78(1)' and as the course at the Operatives Training Institute would lead to an examination for 'Second hand of a fishing vessel', it is better to call the course 'the Master Fishermen's course', to avoid misunderstandings.

"The main points in the training of Master Fishermen would be:

1. Navigation, so as to be able to sit for an examination for second hands of a fishing vessel (seamanship included).
2. Elementary knowledge of boat building of marine engines and of other mechanical installations of board fishing vessels.
3. Use and maintenance of echo-sounders and radio telephones to an extent necessary for efficient operating of such instruments.
4. Elementary knowledge of the life history and behaviour of the fishes, crustaceans and molluscs most commonly fished.
5. Gear construction, operation, maintenance and repair.
6. "Strategy of fishing".
7. Handling of fish in order to prevent spoilage.
8. General education in english, marine laws and fisheries administration.
9. Book-keeping and accounting.
10. First aid and hygienics.

"The course is intended to last for one full school-year. Allowing for public holidays, vacations and examination time, that would mean about 10 months of effective training. With 36 lessons (school hours) in a week, on the whole 1440-1580 school hours will be available.

Course for engine drivers and shore mechanics.—"The requirements for engine drivers and engineers certificate now in force, include sea-service on board vessels with an engine of 170 HP or more. Such requirements cannot be fulfilled by fishermen, nor should they be necessary for the sake of safety. Now regulations are under consideration by the marine authorities, and a detailed plan for the education of the engine drivers cannot be laid down before those new regulations are made known.

"In any case, those who seek admission to the engine drivers course, should have some sea experience. It would be desirable if they had some experience either as greasers or helpers on board bigger fishing vessels, but the small number of such vessels in Indian waters kept in mind, that may for the present not be possible. It should there-

fore be considered if they could be allowed to pass their examination at the end of the course, while they would get the Certificate when the sea-service is documented. Again it could be a condition for such students, that they passed their subsequent sea-service on board fishing vessels, which would give some assurance that they will remain in the fishing fleet.

"Such a scheme would make it possible to give preference to candidates who have some experience from motor vessels after having passed a Fishermen Training Centre, provided they have the necessary educational background.

"Some workshop service would have been useful even for students who aim to become sea-going engine drivers. But for the present it would be difficult to require it. Students with workshop experience in addition to a training centre and subsequent sea-service should, however, be given preference.

"As to shore mechanics, a workshop service of at least three years duration (in any mechanical workshop) should be required.

"Training of engine drivers and shore mechanics could be given in the same course for most of the time, but some differentiation would be necessary.

"At a later date, the two courses may be separated, which would mean that double workshop-space and equipment is needed.

"For both groups of students, a considerable part of the school-time should be used for practical training in the schools mechanical workshop, to ensure that the trainees will be able to use properly all sorts of metal-working hand-tools and some sorts of simple power-tools as well. Within a course of 10 months duration, about 6 months should be used in the workshop for general mechanical training. An experienced teacher would be able to give personal conduct to each of the trainees so their workshop-hours would give as efficient training as possible, their future work taken into consideration.

"The curriculum for engine-drivers should include:

1. Practical workshop training.
2. Construction, running and maintenance of the engines in common use on board fishing vessels.

3. The use of electricity on board fishing vessels.
4. Construction, use and maintenance of auxiliary mechanical equipment on board fishing vessels (winches, gurdies etc.)
5. Installation of engines and auxiliary equipment in fishing vessels.
6. Elements of technical drawing and sketching.
7. General education in English (and some book-keeping).
8. First aid and hygienics.

"Shore mechanics intending to work in repairshops for fishing boat engines and equipment, may need a little more book-keeping, and their practical workshop-work could be guided along somewhat other lines than the engine drivers.

"The course is intended to last for one full school-year (10 months effective training, or 1440-1580 school-hours).

Course for boat-building foremen.—"The boat builders course at the Operatives Training Institute should aim at the training of operatives on the foreman level. The students must be trained carpenters preferably with experience from boat-building yards, before they enter the course. The educational background should be the same as for students at the other courses.

"During the course, the students should build a complete boat from planning to outfitting and installation of engine. With a group of 12 students a boat of about 30 feet size could be built in 6 months, even if some delay is allowed for owing to instruction purposes. Installation of engine and which should be timed, to be done in collaboration with those students from the mechanics course who will take up work at repair workshops.

In addition, the following curriculum is suggested:

(1) Drawing and blue-print reading.

(2) Timber selecting and timber seasoning.

(3) Operation of powered and unpowered wood-working machinery.

(4) Practical construction methods.

(5) Mold loft work.

(6) Installation of engine and mechanical accessories.

(7) Book-keeping and cost calculation.

(8) General education in English, calculation and physics (a few lessons on ship-worms, dry-rot and other damages included).

(9) First aid and hygienics.

"The entire course would require a full school-year (10 month's effective training. or 1440—1580 school-hours).

"It has been pointed out, that there is also a need for an advanced course in boat building and design. It would be better, however, to start with the building up of a foremen's course at the Operatives Training Institute. When the staff has got some experience and a number of students have been trained on the foreman level, one could add a more advanced course, which may be attended by some of the candidates from the foremen's course and by others having the necessary qualifications. If experience should show, however, that they would require a considerably more advanced educational background than the other courses at the Operatives Training Institute, one should consider the possibility of transferring them to a technological college or a university where naval architects are trained."

"It has also been pointed to the need of training some fisheries officers who would be in charge of the Craft and Tackle Development Programme of the different States and of the Government of India. The training of such persons would, however, rather be the responsibility of the Central Institute of Fisheries Education in Bombay."

Course for gear technicians.—"A gear technician will be an actual operative for design and construction of different gear. He would also be responsible for maintenance and repair of gear at the shore establishment of one or more fishing vessels."

"Some gear technicians could also be employed as ambulatory instructors, who would go to the different fishing villages giving

elementary instruction in maintenance, repair and improvement of local types of gear. His activity could be of great importance, because he would form a personal contact between the fisheries administration and the minor fishing societies. He should therefore get some training for such work as well.

"It will be difficult to require other preliminary training than the experience the student will have had as a fisherman. Such experience is, however of great importance. Preference should be given to those who have passed a fishermen training centre. The educational background ought to be the same as for the other courses.

"The outline of the curriculum could be as follows·

1. Materials of fishing gear, natural and man-made fibres.
2. Drawing and reading of gear sketches.
3. Net making and mending.
4. The gear in common use in Indian Fisheries.
5. Making of compound gear (trawels).
6. Operating of fishing gear-theory and sea practice.
7. General education, english, book-keeping and some calculation.
8. Extension matters: A survey of Indian Fisheries and trends in their development. Fisheries administration (short survey only) and co-operation principles.

"The course will require half a school-year or 5 months affective training. 720 to 790 school-hours will be available.

"For such students, who have not passed a Fishermen Training Centre, a pre-course examination should be arranged, to secure that they have the necessary knowledge of fisheries matters."

3.23. Details of courses and major subjects tought at the Central Institute of Fisherings Operatives, Ernaculam are given below:—

Fishing Second Hands Course	Gear Technicians Course.	Engine Drivers Course	Boat Building Foremen Course	Invessel Trainees Course	Shore Mechanics Course	Teacher Training Course
1. Seamanship and Navigation.	1. Fishing Gear materials:—Selection and properties, Floats and Sinkers.	1. Marine Eng.	1. Vessel Types.	Syllabus of Fishing Second Hands will be adopted with slight modification.	Syllabus of Engine Driver will be adopted with slight modification.	1. General Fihseries.
2. Fishing Gear:—Materials, Design & Construction.	2. Modern Fishing Gear:—Design, Construction and Rigging.	2. Construction and maintenance of auxilliary Equip.	2. Lines Drawing & Construction drawings.			2. Indigeneous Fishing Gear and Methods.
3. Fishing Craft:—Deck Lay out & Equipment.	3. Deck Equipment	3. Types of Eng.	3. Mold lofting.			3. Modern Fishing Gear and Methods.
4. Fishing Methods & Operation.	4. Deck Lay out.	4. Diesel Elec. Power Plant.	4. Construction details.			4. Basic Craft Technology including deck lay out & equipments
5. Fish Finding Equipments and their operation.	5. Fishing methods and Operation.	5. Instruments, Meters & Gauges.	5. Deck Lay out. Installation of Deck Equipments			5. Basic Marine Engineering:—Engine Installation. Insulated fish holds.
6. Fish Handling.	6. Gear Testing for behaviour.	6. Installation details	6. Engine Installation.			6. Organisation of training centres.
7. Marine Meteorology.	7. Evaluation of Gear Performance.	7. Workshop Technology.	7. Insulation (Fish Hold)			7. Preparation of syllabus.
8. General Oceanography.	8. Fish Behaviour & Fish Finding.	8. Electrical Technology.	8. Fishing Methods (General).			8. Selection of candidates.

9. General Science & Mathematics.	9. General Principles of Marine Engineering.	9. Drawing Practice.	9. General Marine Eng.	9. Methods of teaching.
10. Book Keeping.		10. Fishing Gear and Methods. (General) ing	10. Workshop Practice.	
11. General Principles of Marine Engineering & Engine Installation.				

3.24. The Committee have been informed that the syllabii for the various courses were drawn up on the basis of the broad details of instructions suggested in the Project Report. The State Directors of Fisheries were consulted before the syllabii were finalised. Detailed consultations were also held with the Mercantile Marine Department. The present syllabii were drawn up in 1964 and have not been reviewed since then.

3.25. The Committee wanted to know whether there is any advisory board or syllabii committee for recommending the syllabii for the various courses run at the Institute. It has been stated that the question of setting up a syllabus committee has not been considered and specific need for this has not been felt.

3.26. The Committee note that the present syllabii for various courses conducted at the Institute were drawn up in 1964. They would suggest that the syllabii may be reviewed periodically in the light of the experience gained. The first such review may be conducted in 1969 and thereafter on a quinquennial basis.

3.27. The Committee would also suggest that this review may be undertaken by a Study Team which should include representatives of State Governments, the Mercantile Marine Department, the industry and other interests engaged in the development of fishery industry.

C. Intake Capacity

3.28. The following statement gives the intake capacity in different courses and the extent to which it has been utilised since the inception of the Institute:

	Capacity	Actual No. of persons trained	
1. *Fishing Second Hands*			
1964-65 . . .	40	28	This course Commenced during 1964.
1965-66 . . .	40	31	
1966-67 . . .	40	23	
2. *Engine Drivers*			
1964-65 . . .	40	16	-do-
1965-66 . . .	40	36	
1966-67 . . .	40	22	

	Capacity	Actual No. of persons trained	
3. *Gear Technicians*			
1966-67 . . .	20	19	This course commenced in 1966.
1967-68 . . .	20	18	
4. *Boat Building Foremen*			
1966-67 . . .	20	11	-do-

3.29. The following statement gives the number of applications received so far for Master Fishermen, Engine Drivers, Gear Technicians and Boat Building Foremen courses at the Central Institute of Fisheries Operatives, Ernakulam and the number of candidates actually admitted:

	Private candidates	Fishing Industry	Coop. Society	Govt. Deptts.	Fisheries Corpn.	Total	No. admitted
Master Fishermen Course . . .	104	6	1	90	..	201	82
Engine Drivers' Course .	40	3	2	62	..	107	74
Gear Technicians' Course . . .	36	..	..	47	1	84	37
Boat Building Foremen Course . . .	24	..	..	11	..	35	11

3.30. Another statement showing the State-wise number of trainees who have undergone training in the Institute is given at Appendix I.

3.31. From the statement it appears that not all the States have sent trainees for the six categories of courses conducted by the Institute. The position is particularly unsatisfactory in regard to Goa, Mysore, Orissa and West Bengal which did not send any trainee during 1966-67 for Fishing Second Hands Course and the Engine Drivers Course. The position is also unsatisfactory in regard to the trainees for In-vessel Training Course and Boat Building Foremen Course which were started by the Institute during 1965-66 and 1966-67 respectively.

3.32. Explaining the reasons for some States not sending any candidates and also for under-utilisation of the intake capacity the representative of the Ministry has stated during evidence.

3.33. "...we found that the seats in the Institute were not being fully utilised, or unequal utilisation was being made by different States. To a certain extent it is due to the fact that the inland States are not interested in the marine institute and they naturally keep out. All the marine States have been interested in this..... So far West Bengal is concerned, they do not have any marine fishing. They made an experiment, which was not very successful. After that they had not tried fishing with larger vessels. Goa also does not have large vessels, although quite a lot of fishing with mechanised boats is done. But the training given in this Institute is for operatives of larger vessels. Those States which have a fair number of large vessels only are more interested.....So far as Madras is concerned, they have been training in-service personnel. Because they wanted the training of other personnel in next batches, there is a shortfall.....Mysore had deputed some persons in the first course and for the next two courses they have not sent any. We have discussed this with the Director of Fisheries and for the next course which is commencing in January, I expect they will be sending the full quota.....".

3.34. The Committee are unhappy to note that the intake capacity for various courses conducted at the Institute has not been fully utilised ever since the inception of the Institute. Considering the present requirements of fisheries personnel for the developmental activities of the fishery industry the Committee cannot over-emphasise the need for fuller utilisation of the capacity. They suggest the Ministry may examine this matter alongwith their proposals for setting up additional training units and for strengthening the Central Institute of Fisheries Operatives, Ernakulam and take suitable remedial measures in consultation with the State Governments and the fishery industry.

D. Teacher-Student Ratio

3.35. It has been stated that the following teacher-student ratio obtains at the Institute:

Fishing Second-Hand	Teacher-Student ratio	1:12
Engine Drivers Course	-do-	1:12
Boat Building Foremen	-do-	1:11
Gear Technicians	-do-	1:10
Invessel Trainees	-do-	1:8

3.36 The Committee have been informed that the above ratio does not include the work-load due to the *Ad-Hoc* Teacher Trainees

course and the *Ad-Hoc* courses for F.A.O. Fellowship holders in Fishing Second Hands course and Gear Technicians course.

3.37. It has been stated that the above teacher-student ratio is rather very high on the students' side and it will be optimum if the ratio is brought to 1:6, because the training has to be given to the individual and not to the class, *i.e.* the teacher has to pay individual attention to each trainee because of the nature of the subject and due to the fact that the trainees have different educational and professional background. However, by the appointment of new Instructors the ratio will be brought to 1:7 with which the training programme can be managed for the present.

3.38. Asked to state whether the Ministry had conducted any review of the workload of the Institute, keeping in view the number of additional courses that are likely to be started and the additional number of the students that would be joining the Institute, the Committee have been informed that such a review was conducted. Based on these work studies, additional teaching and supporting staff have been sanctioned.

3.39. It has also been stated that with the present sanctioned strength, the teacher-student ratio works out to 1:7, which is considered to be satisfactory.

3.40. The Committee note that the present teacher-student ratio in the Institute is satisfactory. This should be maintained.

E. Cost Per Trainee

3.41. The Committee have been informed in a written note that the cost per trainee during the training period works out to Rs. 3690 for 12 months.

3.42. Expenditure to the Institute per trainee is the same for private and Government sponsored trainees.

3.43. The Committee wanted to know whether the Ministry had worked out any formula to determine the cost of training per student in the Institute. It has been stated that no formula as such has been worked out. The total expenditure in a budget year, interest on the value of the capital equipment and depreciation of machinery and vessels are to be considered for arriving at the total expenditure incurred by the Institute on each trainee for the period of assessment.

3.44. It has, however, been stated that considering the fact that trainees have to be trained at sea and on shore in subjects like Navi-

gation and seamanship, Marine Engineering, use of Electronic equipment for fish-finding and communication, gear-making, all of which require operation of fishing vessels and other machinery, the cost per trainee is reasonable.

3.45. While agreeing that in view of the specialised nature of training and equipment etc. the cost per student may not be considered very high, the Committee would like to point out that if the training capacity at the Institute is fully utilised the cost per trainee can be further reduced. They would also urge the Ministry to work out a formula for determining the cost of training per trainee at the Institute.

F. Stipends

3.46. It has been stated that tuition and accommodation are free. No charge is collected for the water and electricity supplied. A private trainee has to spend about Rs. 60 p.m. towards messing expenses and another Rs. 40 p.m. for other expenses. In all, a private trainee has to spend about Rs. 1200 per year on his food and other miscellaneous expenditure. In addition to this, Rs. 100 will have to be spent by him on study tours for the entire training period.

3.47. The Committee have been informed that the private candidates are not normally given any stipends or scholarships, by the Central Government or the State Governments, except in the case of Scheduled Caste candidates sponsored by the Kerala and Mysore States, whose stipends are borne by the State Governments. The Ministry have recently sanctioned 15 stipends in various courses for deserving candidates intended to be employed in the fishing vessels of the Central Government Institutions.

3.48. It has been further stated that the rate of stipend of Rs. 100 per month was fixed in 1963. The stipends are given by the sponsoring States. Any review would have to be done in consultation with the States, but in view of rising cost it is proposed to initiate a review.

3.49. The Committee trust the position will be reviewed in the near future in consultation with States as the rate of stipends was fixed long ago and needs revision in view of the rising cost of living prevailing in the country.

G. Training Vessels

3.50. In the Project Report on the establishment of the Institute it has been pointed out that:

> "It would be an advantage, if some of the instructions could be given on board vessels of different sizes. But such vessels are very expensive to build, and once they have

been built, they should be used throughout the season. It would not be possible for the Operatives Training Institute to use the vessels continually, and it would not be a good solution to let it have a fleet of up to four vessels of different sizes for training purposes. Each course will need relatively few days at sea.

There are, however, stationed in Cochin and Ernakulam vessels of different sizes belonging to the Government of India institutions, Kerala State institutions and to the Indo-Norwegian Project. The Operatives Training Institute authorities should at an early date take up negotiations with those institutions in order to be able to lend vessels of different sizes and with different equipment for the number of days required. It is essential that the School's budget should make such lending possible to the extent needed for efficient training. Even with a very copious sum available for such purposes, the necessary sea-training will be considerably cheaper—and at the same time more efficient—than if the Operatives Training Institute should have its own fleet. One should also remember that fishing vessels during the years will get new and more modern equipment. That is a development which a school for financial reasons would find difficult to follow up. Sea training during the courses should always take place on board vessels with the most modern equipment."

3.51. The Committee have been informed in a written note that the Institute has at present three old vessels one of 50 ft. and two of 34 ft. each. The vessels at present conduct regular fishing operation with batches of trainees on board for the purpose of imparting practical training on the different aspects.

3.52. It is proposed to acquire two more Swedish fishing vessels of 93 ft. in length. They are expected to be available by August/September, 1968.

3.53. Asked to state why it is necessary for the Institute to have additional vessels of its own when there are vessels available with the State Fisheries Departments, the Committee have been informed that the vessels have to be above 25 tonnes and specially equipped for training in all principal methods of fishing, fish finding navigation and seamanship. Such vessels are not available with the State

CHAPTER IV

ADMINISTRATION

A. Assessment of Staff Strength

41. The following statement gives the total number of sanctioned posts (gazetted and non-gazetted) and the number of posts lying vacant as on 18th September, 1967:

S. No.	Name of the posts	No. of sanctioned posts	No. of vacant posts
	Gazetted		
1.	Director	1	Nil
2.	Chief Instructors	2	2
3.	Instructors	7	3
4.	Administrative Officer	1	1
	Non-Gazetted		
1.	Assistant Instructors	5	2
2.	Senior Electrician	1	1
3.	Technical Assistants	8	Nil
4.	Draughtsman	2	Nil
5.	Wireless Operator	1	1
6.	Artist Photographer	1	1
7	Librarian	1	1
8.	Fitter	2	1
9.	Welder	1	1
10	Turner	1	1
11.	Blacksmith	1	1
12.	Junior Caretaker	1	1
13.	Driver	1	Nil
14.	Bus Driver	1	Nil
15.	Electrician	1	Nil
16.	Carpenter	1	Nil
	Ministerial		
17.	Head Clerk	1	Nil
18.	Accountant	1	Nil

S. No.	Name of the Posts	No. of sanctioned posts	No. of vacant posts
19.	Senior Clerk	1	1
20.	Stenographer	2	1
21.	Storekeeper	1	Nil
22.	Cashier	1	Nil
23.	Junior Clerks	4	Nil
	Floating Staff		
24	Bosum Certified	3	Nil
25.	Engine Drivers (Class I)	1	Nil
26.	Engine Drivers (Class II)	3	Nil
27.	Junior Deckhands	11	Nil
28.	Cooks	3	Nil
	Class IV		
29.	Net-menders	3	3
30.	Bus Cleaner	1	Nil
31.	Attenders	5	
32.	Peons	3	Nil
33.	Watchman	3	Nil
34.	Cook	1	Nil
35.	Seavenger	1	1
36.	Masalchi	1	1
37.	In-vessel Trainees	20	5
	TOTAL	110	30

4.2. Reasons for not filling up the vacant posts have been stated to be as under:

"Twenty-three posts were created with effect from 1st June, 1967. The posts of 2 Chief Instructors have been advertised by the Union Public Service Commission. Recruitment rules for 3 class I posts and one class II posts have been finalised and a requisition is being sent to the Union Public Service Commission shortly. Recruitment rules for other posts are under finalisation.

The post of Administrative Officer became vacant with effect from 5th July, 1967. The post has been advertised by the Union Public Service Commission and recruitment is

being finalised. The post of Assistant Instructor (Boat Building) was advertised by the Union Public Service Commission twice but the response was poor. The Union Public Service Commission has suggested alternate recommendations."

4.3. With regard to the present position in respect of six posts of gazetted Officers (Chief Instructors 2, Instructors 3, and Administrative Officer 1), which were lying vacant as on 18th September, 1967, the Committee have been informed that as on 16th December, 1967 two posts of Chief Instructors have been advertised by the Union Public Service Commission. For the post of Administrative Officer, the Union Public Service Commission have recommended a candidate for appointment. The three posts of Instructors are lying vacant since 1st June, 1967. As regards 24 non-gazetted posts which were lying vacant as on 18th September, 1967 and out of which 20 posts were created on 1st June, 1967, the Committee have been informed that the posts have since been cleared for recruitment through Surplus Cell and requisitions have been sent to the Employment Exchanges. It has also been stated that one post of Assistant Instructor (Boat Building) is vacant. Now the Union Public Service Commission have recommended training of a suitable hand for this post as they were not able to recommend a qualified candidate.

4.4. The Committee have also been informed that the Director of the Institute had suggested enhancement of pay-scales so as to attract suitable candidates. This has, however, not been accepted for the present in view of the ban on revision of scales.

Recruitment Rules

4.5. The Committee have been informed that the rules for the recruitment and promotion of majority of Class I and Class II posts have been finalised and recruitments are being made on the basis of these rules. For posts created in June, 1967, the rules have been finalised for the Chief Instructors' posts. Rules for other posts are being finalised in consultation with the Union Public Service Commission/ Ministry of Home Affairs etc.

4.6. It has also been stated that Class I and Class II staff are recruited through the Union Public Service Commission.

Pay-Scales

4.7. The Committee have been informed that the pay-scales of teaching staff at the Central Institute of Fisheries Operatives, Ernakulam are on Class I Senior and Junior scales. Assistant In-

structors are on Class I non-gazetted scales. The pattern is broadly similar to that obtaining in other Central Government Training Institutions. The scales in the Central Institute of Fisheries Education, Bombay, and the Central Inland Fisheries Research Institute, Barrackpore, are, however, scientific scales while the scales sanctioned for the Central Institute of Fisheries Operatives are non-scientific scales.

4.8. The Committee are glad to note that rules for the recruitment and promotion of majority of Class I and Class II posts have been finalised and rules for other posts are being finalised in consultation with the Union Public Service Commission/Ministry of Home Affairs etc. They trust that the rules relating to the other posts will be finalised without delay and it will be possible for the organisation to recruit suitable persons and fill up the vacant posts of gazetted officers early. The Committee further hope that the non-gazetted posts which have since been cleared for recruitment will be filled up shortly. The Committee need hardly emphasise that keeping a large number of posts vacant especially in training institutes is detrimental to the interests of the institute itself as the training programmes is upset thereby delaying the entire training programme.

4.9. The Committee hope that the suggestion of the Director of the Institute for the enhancement of pay scales so as to attract suitable candidates will be considered at the appropriate time so that there is no dearth of suitable persons for purposes of imparting training to the trainees for Fisheries Operatives.

B. Annual Report

4.10. In a written note furnished to the Committee, it has been stated that the Central Institute of Fisheries Operatives, Ernakulam, does not publish the annual report.

4.11. Since the Central Institute of Fisheries Operatives is the leading institution for training operatives of various skills required by the developing fishery industry of the country, it is desirable that it should publish its own annual report. The Committee hope that the Ministry will ensure the publication of an annual report beginning from the next financial year.

C. Evaluation

4.12. The Committee wanted to know in what way the working of the Institute could be improved. In a written note furnished by the Ministry, the Committee have been informed that the Institute

has been in existence for only four years and certain courses are still to be started. As such the question of bringing about improvement in the working has not yet arisen.

4.13. The Committee feel that the working of any organisation or training institute needs to be evaluated at certain intervals. They suggest that a review of the functioning of the Institute may be made after the financial year 1968-69. Thereafter an evaluation of the working of the Institute may be made on a quinquennial basis on the lines suggested by the Estimates Committee in para 9 of their 74th Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Indian Agricultural Research Institute, New Delhi.

CHAPTER V

BUDGET

5.1. The Committee have been informed that an allocation of Rs. 61 lakhs was made for the Institute for the Third Plan period. The actual expenditure during the period, however, was only Rs. 4·40 lakhs, as the Institute was set up late in the Third Plan period and the land and building were obtained free of cost.

5.2. During the Fourth Plan period a tentative provision of Rs. 125 lakhs has been made. It has been stated that the provision should normally be sufficient, although the Institute has to organise some new courses.

5.3. It is noted that during the year 1966-67 the actual expenditure under Revenue Account was Rs. 3,03,226 including the debits to the extent of Rs. 9,273 entered during March, 1967 (Final and Supplementary). The budget provision for 1967-68 has been estimated at Rs. 3,43,000. The chief reasons for increase to the extent of Rs. 40,000 over the previous year are stated to be as follows:

"(1) Out of the six sanctioned posts of Gazetted Officers, three were remaining vacant during the beginning of 1966-67. Of these vacancies, two were filled during the year and one was lying vacant throughout 1966-67. All these vacancies were filled and fully provided for in 1967-68. The additional provision in this regard amounts to Rs. 13,000.

(2) Nine additional posts of floating staff were created during the end of 1966-67 with the transfer of fishing vessels M.F.V. Bangada in January, 1966. Provision for these posts amounting to Rs. 22,000 was made in full in the Budget Estimates of 1967-68.

(3) Enhancement of the rates of D.A. is another factor for the increase in the Budget Estimates of 1967-68 over the actuals of 1966-67, amounting to Rs. 5,000 more in 1967-68 budget estimate."

5.4. The original budget sanction, final reappropriation and actual expenditure under capital head for 1966-67 are as follows:—

	Original Grant	Reappro-priation	Actual Expenditure
1. Buildings . . .	20,000	71,000	61,085
2. Other capital expenditure .	300,000	65,100	54,424
TOTAL . .	3,20,000	1,36,100	1,15,509

Buildings:

The original grant of Rs. 20,000 was made for certain alteration and rennovation of the existing buildings and also for accepting the debits on the completed items of work of the previous years. This had to be augmented as the provision made for the debits relating to the work of earlier years was found inadequate. The savings are due to the non-inclusion of the expenditure pertaining to certain items of electrical work which was anticipated earlier and provided for.

Other Capital Expenditure:

The original provision of Rs. 3,00,000 was made for the following items:

	Rs.
1. Milling machine	50,000
2. 40' wooden hull	50,000
3. Fishing vessel	2,00,000
TOTAL	3,00,000

5.5. A sum of Rs. 50,000 was provided in the budget under "Capital Head" for 1966-67 for the purchase of a Milling Machine. But the provision was not utilised with a view to economise expenditure on the Capital Equipment and efforts were made to buy a Milling Attachment instead of a complete machine.

5.6. The Milling Machine has, however, not yet been provided. A Milling Attachment to the existing Lathe will be procured.

5.7. As regards the wooden hull, it has been stated that order has been placed with M/s. Brunton and Co., Engineers Ltd., Cochin by the Director General of Supplies and Disposals to construct a 40" wooden hull.

5.8. The acquisition of a new fishing vessel for which Rs. 2,00,000 was provided was put off as two more old vessels were made available by transfer from the Offshore Fishing Organisation. The provision was, therefore, not utilised as a measure of economy.

5.9. The reappropriation of Rs. 65,100 was made for the payment of one Asok Leyland chassis purchased, for the cost of bus body building and the price of one wood working lathe. Out of the above provisions the amount set apart for the bus body building could not be utilised as the work was not completed before 31st March, 1967. This accounts for a saving of Rs. 10,676.

5.10. A provision of Rs. 28,74,000 has been made under Capital Account for the year 1967-68. Main heads of expenditure are as follows:

1. Buildings . .	Rs. 40,000	Provided for repairs and renovation of existing buildings and those to be acquired in Madras.
2. Other Capital Expenditure	Rs 28,34,000	The provision includes Rs. 26 lakhs for the purchase of 2 fishing vessels. The remaining amount of Rs. 2,34,000 is for the purchase of milling machine, band, saw machine, boat building equipment, equipment for fishing vessels etc.

5.11. Reason for increase in provision for 1967-68 as compared to 1966-67 is on account of a provision of Rs. 26 lakhs made for the acquisition of two Swedish fishing vessels proposed to be purchased during the year.

5.12. The Committee note that year after year there have been large savings. They also note that in 1966-67 the acquisition of a new fishing vessel was put off and the two Swedish vessels for which provision of Rs. 26 lakhs was made in the Capital Account for the year 1967-68 are likely to be received only in August/September 1968. This clearly indicates lack of advance planning. The Committee would stress the need for a more realistic financial planning so that disproportionate savings are avoided in future.

NEW DELHI;
March 23. 1968.
Chaitra 3, 1890 (*Saka*)

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

APPENDIX I

Statement showing the state wise number of trainees undergone training in Central Institute fisheries Operatives, Ernakulam.

(*Vide* para. 3·30)

Name of Course

Sl. No.	Name of State	Fishing Second hands			Engine Drivers			Gear Technicians			Boat Bldg. foremen			Invessel trainees			Teacher trainees			Total
		64-65	65-66	66-67	64-65	65-66	66-67	65-66	66-67	67-68	65-66	66-67	67-68	1966	1967	1968	1966	1967	1968	
1.	Andhra Pradesh	2	2	1	..	1	1	..	1	..	..	..	..	..	..	..	..	..	..	8
2.	Goa	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	2
3.	Gujarat	3	5	[illegible]	4	10	3	..	2	2	..	1	..	..	1	..	..	..	..	38
4.	Maharashtra	6	3	2	2	4	5	..	1	2	..	1	..	..	1	..	..	..	..	27
5.	Laccadives	[illegible]	2	1	1	[illegible]	1	..	1	..	..	1	..	..	..	..	..	..	..	9
6.	Madras			2	..	..	4	..	2	2	..	..	..	..	3		..	..	..	16
7.	Mysore	1	..	..	..	..	..	..	..	1	..	1	..	3	2	..	..	..	..	8
8.	Orissa	2	..	..	..	2	..	..	2	..	..	..	..	..	..	..	..	2	..	8
9.	Pondicherry	..	1	[illegible]		5	2	..	..	2	..	..	..	..	..	..	..	..	..	13
10.	West Bengal	..	3	..	..	1	..	..	2	..	..	..	..	..	..	..	..	1	..	7
11.	Assam	..	..	1	..	*2	..	..	..	..	.	.	.	..	..	.	..	..	..	3

12. Uttar Pradesh	..	..	..	..	..	..	..	2	2	..	..	..	..	..	..	..	..	..	4
13. Kerala .	6	8	5	3	4	3	..	5	6	..	5	..	8	1	..	..	..	..	54
14. Private .	6	1	2	5	5	3	..	1	1	..	2	..	..	..	..	..	..	..	29
TOTAL . .	28	31	23	16	36	22	..	19	18	..	11	..	11	8	..	..	3	..	226

Remarks : 1. The course for the fishing Secondhand and Engine Driver were started in 1964 whereas the Year Tech. Course was started only in 1966 and the Boat Building foremen's course in the year 1966 only.

2. Only two batches of invessel trainees have come for training for a period of 3 months. The first batch in 1966 and another batch now undergoing training. The training for teachers has been commenced on *ad hoc* basis.

*Two trainees from Assam have undergone a short term course of Inland Operatives.

APPENDIX II

Summary of Recommendations/Conclusions contained in the Report

S. No.	Reference to Para No. of the Report	Summary of Recommendations Conclusions
(1)	(2)	(3)
1.	1.9	The Committee note that the Central Institute of Fisheries Operatives has been set up to provide institutional training to operatives at various levels of skills in fishing, navigation, boat-building, marine engineering, etc. The Committee hope that the Institute when fully developed would be in a position to satisfy the growing demands of various categories of operatives required for the fishery industry in the coming years. The Committee would stress the need for maintaining close coordination with the Central Institute of Fisheries Eduaction at Bombay which gives composite training to administrative personnel of higher categories in a large number of fields pertaining to fisheries. These two Institutes as well as the State Training Institutes should be in a position to meet the manpower requirements of the developing fishery industry.
2.	2.19	The Estimates Committee note that the Committee on Fisheries Education had given the revised assessment of technical personnel for fisheries required to be trained by 1966 in its report published in August, 1959. As against 150 Skippers, Master Fishermen, Mates, etc. for large and medium vessels, 50 Gear Technicians and 100 Engine Drivers, the Institute could train only 59 Fishing Mates, 49 Engine Drivers and 19 Gear Technicians by the end of the Third Five Year Plan period. The Committee feel that had the Government acted promptly to set up the Central Institute of Fisheries Operatives on the basis of the recommendation made by the Committee on Fisheries Education in 1959, facilities could have been created much earlier for imparting training to the various categories of technical personnel required for fisheries deve-

(1)	(2)	(3)
		lopment. As matters stand, the Institute was set up in 1963 and is confronted with a big gap between the requirement and the availability of technical personnel. An all-out effort has, therefore, to be made to bridge this gap so that the fisheries development plans are not hampered.
	2.20	The Committee note that 500 Boat-Building Foremen, 100 Teacher Trainees and 250 Shore Mechanics would be required by 1970-71 but the Institute would not be in a position to meet this requirement in full even after creating additional facilities by way of new Sub-Stations. They are also unhappy to note that this Institute would not be able to train any Marine Engineers even by 1970-71 although 50 Marine Engineers would, according to the Ministry, be required by then. The Committee however, are glad to note that the target for training Skippers, Engine Drivers (Class I) and Radio Telephone Operators would be exceeded by 1970-71 after additional training facilities are created by that time.
	2.21	The Committee would suggest that a more realistic assessment of the training requirements of the various categories of technical personnel required during the next five years be made and a phased programme drawn up for augmenting the training facilities in the Institute as well as in the Sub-Stations which are proposed to be set up, so that there is no further shortfall in the number of trained personnel by the end of 1972-73.
3.	2.34	The Committee are surprised that no undertaking had been given by the State Governments regarding the actual number of persons they would depute for training to the Sub-Stations of the Central Institute of Fisheries Operatives. It is also surprising that no firm and reliable assessment had been made with regard to the requirements of the private sector before setting up the Institute and the Sub-Stations. The Committee need hardly point out that without proper assessment of the number of trainees that were expected to be trained in the Institute and its Sub-Stations, the basis of assessment adopted by Government is likely to prove incorrect and may, therefore, affect the program-

(1)	(2)	(3)
		me of training of the various categories of personnel. The method adopted in assessing the requirements of the private industry also appears to the Committee to be a roundabout one. The Ministry should have obtained specific figures from the associations or representatives of the industry concerned in the various regions of the country so that an integrated plan for training could be drawn up and implemented.
4.	2.39	The Committee note that the duration of the training course in the various training centres under the State Governments varies from State to State extending from 4 months to 10 months. They suggest, therefore, that the need for having uniformity in the duration as well as the courses of training should be emphasised on various State Governments so as to avoid different levels of efficiency amongst the personnel trained in different State centres.
5.	2.40	The Committee recommend that the Ministry should review the position regarding expansion of training facilities both at the Fisheries Training Centres in the States and in the Central Institute of Fisheries Operatives and its Sub-Stations so as to have a co-ordinated approach in the matter. If the intention of the Ministry is that the training facilities for larger vessels should be concentrated in the Central Institute and its Sub-Stations, this should be clearly pointed out to the State Governments concerned so that there is no duplication of training facilities. Moreover, keeping in view the need to train up the personnel estimated to meet the needs of fisheries development anticipated, the Ministry should carry out expansion in the training facilities for Fisheries Operatives ensuring at the same time that the maximum utilisation is made of the existing facilities in the various centres and the Institute and its Sub-Stations.
6.	2.41	The Committee hope that the persons trained in the Fisheries Training Centres in the States and in the Central Institute of Fisheries Operatives and its Sub-Stations will be gainfully employed in the trade in which they have been trained.

(1)	(2)	(3)
7.	3.3	The Committee are happy to note that the Institute gives a three-month preparatory training to the new entrants. They trust that this facility will be continued and made a part of the training course so that more and more fishermen can take advantage of the training imparted at the Institute.
8.	3.4	The Committee agree with the observations of Mr. Hans Tambs-Lyche, a Norwegian Fisheries Training Expert, who prepared the Project Report on the establishment of the Institute that the students at the Operatives Training Institute should be recruited from among the fishermen and as far as Master Fishermen, Engine Drivers and Gear Technicians are concerned, that would rather be a necessity. They would urge that while admitting candidates preference should be given to young fishermen having background education upto 8th standard. The States may be requested to give wide publicity through fisheries schools about the facilities for training available at the Institute.
9.	3.7	While the Committee are glad to note that the Institute has started training courses for Shore Mechanics and Radio Telephone Operators, they fail to understand why it could not be possible for the Institute to ascertain well in advance the firm requirements for such personnel from the States before finalising arrangements for starting the courses. They hope that the Institute would ensure that the intake capacity for these two categories of personnel is fully utilised.
10.	3.16	The Committee note that the Ministry of Transport has not accepted the suggestion with regard to modifications in the Rules and Regulations Applicable to Motorised Fishing Vessels, 1959 on the ground that "relaxations will, however, be considered if any difficulties are experienced and exemption granted in suitable cases." The Committee do not know whether the Skippers and owners of vessels concerned are aware of the decision of the Ministry of Transport as otherwise it is unlikely that they will seek relaxation.
11.	3.21	The Committee are surprised that no specific requirements of the teachers from the States to be

(1)	(2)	(3)
		trained in the Institute during each year appears to have been ascertained. On the other hand when the course was started in April, 1967 on an *ad hoc* basis, only 3 trainees were trained as teachers at the special request of the concerned State Governments. In these circumstances the Committee are doubtful whether it will be possible for the Institute to have even 10 candidates for the Teachers Training Course. They would like this matter to be specifically taken up with the State Governments and thereafter a review of the scheme made in order to see if it would be worthwhile to continue the course.
12	3.26	The Committee note that the present syllabii for various courses conducted at the Institute were drawn up in 1964. They would suggest that the syllabii may be reviewed periodically in the light of the experience gained. The first such review may be conducted in 1969 and thereafter on a quinquennial basis.
	3.27	The Committee would also suggest that this review may be undertaken by a Study Team which should include representatives of State Governments, the Mercantile Marine Department, the industry and other interests engaged in the development of fishery industry.
13.	3.34	The Committee are unhappy to note that the intake capacity for various courses conducted at the Institute has not been fully utilised ever since the inception of the Institute. Considering the present requirements of fisheries personnel for the developmental activities of the fishery industry the Committee cannot over-emphasise the need for fuller utilisation of the capacity. They suggest the Ministry may examine this matter alongwith their proposals for setting up additional training units and for strengthening the Central Institute of Fisheries Operatives, Ernakulam and take suitable remedial measures in consultation with the State Governments and the fishery industry.
14.	3.40	The Committee note that the present teacher-student ratio in the Institute is satisfactory. This should be maintained.

(1)	(2)	(3)
15.	3.45	While agreeing that in view of the specialised nature of training and equipment etc. the cost per student may not be considered very high, the Committee would like to point out that if the training capacity at the Institute is fully utilised the cost per trainee can be further reduced. They would also urge the Ministry to work out a formula for determining the cost of training per trainee at the Institute.
16.	3.49	The Committee trust the position with regard to the rate of stipends will be reviewed in the near future in consultation with States as the rate was fixed long ago and needs revision in view of the rising cost of living prevailing in the country.
17.	3.59	While agreeing that the Institute needs vessels equipped with special type of equipment required for training in all principal methods of fishing, fish findings, navigation and seamanship, the Committee are not convinced of the need to acquire new vessels exclusively for the Institute. The Committee are of the view that arrangements could have been made with the State Governments and other fisheries institutions for fitting their vessels with the required type of equipment when required. They suggest that future requirements of vessels for this Institute as also for other fisheries institutions of the Government of India should be carefully examined in order to avoid large-scale expenditure, wherever feasible.
18.	4.8	The Committee are glad to note that rules for the recruitment and promotion of majority of Class I and Class II posts have been finalised and rules for other posts are being finalised in consultation with the Union Public Service Commission/Ministry of Home Affairs etc. They trust that the rules relating to the other posts will be finalised without delay and it will be possible for the organisation to recruit suitable persons and fill up the vacant posts of gazetted officers early.
19.	4.8	The Committee hope that the non-gazetted posts which have since been cleared for recruitment will be filled up shortly. The Committee need hardly emphasise that keeping a large

(1)	(2)	(3)
		number of posts vacant especially in training institutes is detrimental to the interests of the institute itself as the training programme is upset thereby delaying the entire training programme.
20.	4.9	The Committee hope that the suggestion of the Director of the Institute for the enhancement of pay scales so as to attract suitable candidates will be considered at the appropriate time so that there is no dearth of suitable persons for purposes of imparting training to the trainees for Fisheries Operatives.
21.	4.11	Since the Central Institute of Fisheries Operatives is the leading institution for training operatives of various skills required by the developing fishery industry of the country, it is desirable that it should publish its own annual report. The Committee hope that the Ministry will ensure the publication of an annual report beginning from the next financial year.
22.	4.13	The Committee feel that the working of any organisation or training institute needs to be evaluated at certain intervals. They suggest that a review of the functioning of the Institute may be made after the financial year 1968-69. Thereafter an evaluation of the working of the Institute may be made on a quinquennial basis on the lines suggested by the Estimates Committee in para 9 of their 76th Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Indian Agricultural Research Institute. New Delhi.
23.	5.12	The Committee note that year after year there have been large savings. They also note that in 1966-67 the acquisition of a new fishing vessel was put off and the two Swedish vessels for which provision of Rs. 26 lakhs was made in the Capital Account for the year 1967-68 are likely to be received only in August/September 1968. This clearly indicates lack of advance planning. The Committee would stress the need for a more realistic financial planning so that disproportionate savings are avoided in future.

APPENDIX III

Analysis of Recommendations/Conclusions contained in the Report

I. CLASSIFICATION OF RECOMMENDATIONS

A. Recommendations for improving the Organisation and Working:

Serial Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 16, 17, 18, 19, 20, 21 19

B. Recommendations for effecting economy:

Serial Nos. 13 and 15 2

II. ANALYSIS OF RECOMMENDATIONS DIRECTED TOWARDS ECONOMY

S. No.	S. No. as per Summary of Recommendations (Appendix II)	Particulars
(1)	(2)	(3)
1.	15	The Committee have pointed out that if the training capacity at the Central Institute of Fisheries Operatives, Ernakulam is fully utilised the cost per trainee can be reduced.
2.	17	The Committee have suggested that further requirements of vessels of the Central Institute of Fisheries Operatives, Ernakulam as also for other institutions of the Government of India should be carefully examined in order to avoid large-scale expenditure, wherever feasible.

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E. C. No. 535

ESTIMATES COMMITTEE (1967-68)

FORTY-SECOND REPORT

(FOURTH LOK SABHA)

MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION

(DEPARTMENT OF AGRICULTURE)

Indo-Norwegian Project, Ernakulam

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C_O_R_R_I_G_E_N_D_A

TO

Forty-Second Report (Fourth Lok Sabha) of Estimates Committee on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) - Indo-Norwegian Project, Ernakulam.

Page 3, para 1.9, line 19, for 'fdom' read 'from'

Page 5, para 1.16, line 5, for 'Cooporation' read 'Cooperation'

Page 7, para 1.22, line 10, for 'effected' read 'affected'

Page 13, para 1.41, line 3, for 'been' read 'not'

Page 14, para 2.1, line 15, for 'Commorin' read 'Comorin'

Page 14, para 2.3, line 3, for 'groups of' read 'grounds off'

Page 14, para 2.3, line 7, for 'potentia' read 'potential'

Page 19, para 2.15, line 8, for 'these' read 'there'

(p.t.o.)

C. Ice-*cum*-freezing Plant 39

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III. Analysis of the Recommendations/Conclusions contained in the Report 54

Page 19, para 2.15, line 15, for 'have' read 'had'
Page 19, para 2.15, line 19, for 'water' read 'weather'
Page 21, para 2.21, line 3, for 'there' read 'these'
Page 22, para 2.24, line 3, for 'Government' read 'Governments'
Page 23, para 2.27, line 3, for 'Mondapam' read 'Mandapam'
Page 26, line 2, for 'Mondapam' read 'Mandapam'
Page 29, last line, for 'of' read 'on'
Page 33, para 3.15, line 4, for 'our' read 'out'
Page 34, para 4.1, line 4, for 'freeze' read 'freezer'
Page 37, para 4.13, line 1, for 'ojection' read 'objections'
Page 37, para 4.13, line 3, for 'confirmed' read 'confined'
Page 52, S.No.17, line 2, delete 'in'

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(1967-68)

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INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Forty-Second Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) —Indo-Norwegian Project, Ernakulam.

2. The Committee took evidence of the representatives of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) and the Indo-Norwegian Project, Ernakulam on the 25th November, 1967. The Committee wish to express their thanks to the Secretary, Joint Secretary, Joint Commissioner (Fisheries) and other Officers of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) and Director, Indo-Norwegian Project, Ernakulam for placing before them the material and information they wanted in connection with the examination of the estimates.

3. They also wish to express their thanks to Shri Kurwath Damodaran, Vice-Chairman of the Marine Products Export Promotion Council, Ernakulam; Shri R. Madhavan Nayar, Ex-President, Seafood Canners' and Freezers' Association of India, Cochin, and Dr. N. K. Panikkar, Director, National Institute of Oceanography, Council of Scientific and Industrial Research, New Delhi for giving evidence and making valuable suggestions to the Committee.

4. The Committee also wish to thank Shri T. Muthu-Kannappan, Member, Central Board of Fisheries; Dr. S. B. Setna, Managing Dirtctor, New India Fisheries Ltd., Bombay and Kerala Fisheries Corporation Ltd., Ernakulam for furnishing Memoranda to the Committee.

5. The Report was considered and adopted by the Committee on the 29th March, 1968.

6. A statement showing the analysis of recommendations contained in the Report is also appended to the Report (Appendix III).

NEW DELHI;
April 4, 1968.
Chaitra 15, 1890 (*Saka*).

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

CHAPTER I

INTRODUCTORY

A. Genesis and Objectives

1.1. In a tripartite Agreement signed between the Government of India, Government of Norway and the United Nations on the 17th October, 1952, it was agreed that the Government of Norway would assist the Government of India in carrying out a programme of fisheries development projects. Under the First Supplementary Agreement between the United Nations, the Government of India and the Government of Norway signed in New Delhi on 24th January, 1953, the Indo-Norwegian Project was first started in India at Neendakara near Quilon in Kerala State in 1953.

1.2. The objectives of the Indo-Norwegian Project, as laid down in the First Supplement to the Main Agreement, have been stated to be as follows:

(a) an increase in the return of fishermen's activity,

(b) an efficient distribution of fresh fish and improvement of fish products,

(c) an improvement of the health and sanitary conditions of the fishing population, and

(d) in general, a higher standard of living for the community in the project area.

To achieve the above purposes it was proposed to start intensive work in the State of Travancore-Cochin in a limited area to expand it gradually. To begin with, two fishing communities on both sides of the Neendakara bridge were selected. The Project activities at Neendakara were handed over to Kerala Government from April, 1953.

1.3. The Second Supplementary Agreement signed on 21st April, 1956, called for the expansion of the purposes of the Project mentioned in the First Supplementary Agreement; to provide certain facilities for the District Hospital, Quilon; to make a start with the development of a new fishing centre in Cochin, and to improve the water supply to areas adjoining the Project. It was also decided to establish a new fishing centre at Cochin with a view to train fishermen in the handling and operation of mechanised fishing

trawlers and to study the economic feasibility of shrimp and fish trawling.

1.4. The objectives of the Third Supplementary Agreement, signed on the 27th November, 1961 were to modify and expand the projects mentioned in the First and Second Supplementary Agreements and to extend the joint Indo-Norwegian enterprise with a view to including also States other than Kerala in the scheme for the development of Indian Fisheries in Madras and Mysore. It was also decided that the control of the Project should be transferred to the Government of India. The headquarters of the Project was to be moved from Neendakara (Quilon) to Cochin.

In order to achieve the above objectives, the Project undertook several schemes as approved by the Standing Committee of the Project.

1.5. The Fourth Agreement was signed in March, 1967. It envisages the following programme of activities for the Indo-Norwegian Project:—

(a) Completion of the schemes initiated under the Third Supplementary Agreement.

(b) Offshore and Deep Sea exploratory fishing.

(c) Practical training and demonstration of modern technology ashore and at sea.

(d) Procurement of equipment for vessels and shore installations.

1.6. The Agreement is effective from the 1st of April 1967 and will remain so until the 31st March, 1972.

1.7. It has been stated that the development of fisheries in India on modern lines, with Norway providing material, equipment and expert knowledge and India providing local goods and administrative set up is the salient feature of all the agreements. In the first agreement an area around Neendakara was selected for intensive development with considerable leaning towards community development activities among the local fishermen. The aid provided by Norway was N.Kr. 1,00,00,000. In the second supplemental agreement, the accent was on provision of mechanised boats, training, construction of ice-plant and increase in the health and sanitation facilities provided in the first agreement. The Norwegian aid provided under the second supplemental agreement was N.Kr. 1,50,00,000. Under the third agreement the activities were expanded

to the adjacent States. Experimental and exploratory fishing was intensified with the acquisition of a new research vessel. A fishing harbour and slipway were to be constructed at Cannanore and Cochin respectively. An ice-*cum*-freezing plant for preservation of fish was also to be constructed. Similar activities were taken up and boat-building yards were to be constructed at Karwar, Cannanore and Mandapam. The Norwegian aid agreed to under the third supplemental agreement was N.Kr. 2,50,00,000. The latest, *i.e.* the new agreement signed in 1967 envisages an aid of N.Kr. 4,00,00,000, part of which is free gift and part credit.

1.8. The Committee have further been informed that the most important achievement of the Project is the catalytic effect it has had on the development of the marine fisheries along the south-west coast of India.

1.9. The Committee have been informed during evidence that, "The specific objective (of the Indo-Norwegian Project) was to improve the standard of living of the fishermen in the areas in which the project was undertaken. This was proposed to be done in several ways. One was by introducing mechanisation. The second was by improving indigenous methods of fishing. The third was by improving the arrangements for preservation and distribution. Then in the earlier stages of the project, there was a scheme directed towards improving the health standards of the fishermen." Asked whether any amount has been set apart exclusively for the social betterment of the fishermen, the representative of the Ministry has stated during evidence that, "In the main and supplementary agreements—the first few agreements which took the Project upto 1963—there was a specific provision for health measures. In subsequent agreements, there has not been any specific provision for health." It has also been stated during evidence that no specific amounts have been set apart for improvement of the housing conditions, drinking water, education, transport for the fishermen, etc. Asked whether there have been any plans fdom Government side, the representative of the Ministry has stated that, "There were some plans, not at all to the extent to which we would like to provide such facilities. But there were some schemes in the State Plans. Apart from that, we have not thought of using this Project for the specific purpose of economic betterment of the fishermen."

1.10. It has further been stated in a written note that "During 1963, when the Project's administration was taken over by the Government of India, all the health activities including the water supply schemes were formed into an 'Indo-Norwegian Health Project' under

a new Agreement between the Governments of India and Norway. This project is being administered by the Government of Kerala."

1.11. The Committee note the objectives laid down in the various Agreements signed by the United Nations, Government of India and Government of Norway for the development of India's fisheries.

1.12. The Committee appreciate the pioneering work and efforts made by the Indo-Norwegian Project in India by providing material, equipment and expert knowledge for intensive development of fisheries, facilities for training and experimental and exploratory fishing etc. The Committee agree that the most important achievement of the Project is the catalytic effect it has had on the development of the marine fisheries along the South-West coast of India.

1.13. Since two of the objectives of the Project were (i) an improvement in the health and sanitary conditions of the fishermen and (ii) in general, a higher standard of living for the community in the project area, the Committee consider, it would have been desirable to set apart specific sums for improvement of housing conditions, drinking water, education, transport etc. of the fishermen of the area so as to bring about an improvement in their social and economic condition.

1.14. The Committee also suggest that a detailed study may be undertaken by the Ministry with a view to see to what extent the objectives laid down in various Agreements have been achieved and the impact of the working of the Indo-Norwegian Project on the development of India's fisheries.

B. Organisational Set-up

Standing Committee

1.15. It has been stated that a Standing Committee consisting of representatives of the Norwegian Agency for International Development, Ministry of Food and Agriculture, Project Management, and the Governments of three participating States (Kerala, Mysore and Madras) takes major decisions regarding the implementation of the Project schemes to achieve the broad objectives laid down in the Agreement between the Governments of India and Norway. An Executive Board has been constituted with Joint Secretary, Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture), Project Director and the Director as members whose responsibility is to devise ways and means for the

speedy implementation of the decisions taken by the Standing Committee and other matters relating to the implementation of project schemes.

1.16. The composition of the Standing Committee has been stated to be as follows:—

CHAIRMAN :	Joint Secretary to the Government of India, Ministry of Food, Agriculture, Community Development and Cooperation, Department of Agriculture, New Delhi (At present Shri Godwin Rose, Joint Secretary).
MEMBER	One representative of the Ministry of Finance of the Government of India, Financial Adviser, Ministry of Food, Agriculture, Community Development and Cooperation.
MEMBER	Joint Commissioner, Ministry of Food, Agriculture, Community Development and Cooperation, New Delhi.
MEMBER	One representative of the Madras State Government.
MEMBER	One representative of the Mysore State Government.
MEMBER	One representative of the Kerala State Government.
MEMBER	Director, Indo-Norwegian Project.
MEMBER	Norwegian Project Director.
MEMBER	One representative of the Norwegian Embassy in India.
MEMBER	Two representatives of Norwegian Agency for International Development.
OBSERVER	One representative of the United Nations.

1.17. This Committee has been set up without specifying any period and it has to be continued so long as the project is in existence.

1.18. The functions of the Standing Committee have been stated to be as follows:—

(a) advise on policy matters;

(b) recommend annual plans of operation with annual budgets;

(c) approve annual reports; and

(d) submit its recommendations to Ministry and to NORAD.

1.19. It has further been stated in a written note submitted to the Committee that the Standing Committee held six meetings during the last three years and made 95 recommendations of which 92 were accepted by the Government of India. Of these 92 recommendations, 86 have either been implemented or are in the process of implementation. The position about the remaining 6 recommendations is as follows:—

(1) The training programme approved by the Committee at its 23rd Meeting could not be implemented as there was not sufficient time. This programme is to be implemented under the new Agreement.

(2) Standing Committee decided to acquire additional piece of land at its 23rd Meeting for its expanding activities. The same is already allotted to Income Tax Department who refused to exchange it with some other alternate land.

(3) The decision of the Standing Committee regarding supply of Hydrolysed protein plant to Mandapam has not yet been implemented.

(4) The implementation of decision regarding disposal of certain small boats taken by the Standing Committee at its 24th meeting has been postponed.

(5) The decision of the Committee to take over the Slipway at Mandapam owned by Railways and now transferred to Shipping Corporation of India has not yet been implemented. The matter is under correspondence with Government of Madras etc.

(6) The proposal for giving incentive to the crew of the fishing vessel recommended by Standing Committee at its 25th meeting is under examination.

Administration of the Project

1.20. It has been stated that the Project is administered by the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture). The Director, Indo-Norwegian Project (Indian) is responsible for the administration of the Project in consultation with the Project Director (Norwegian) who heads a team of Norwegian experts at present numbering 36 in different fields such as fisheries, engineering, boat building, etc. The Project Director and the Norwegian experts are responsible for all technical aspects regarding the implementation of the Project schemes.

1.21. Elucidating further, it has been stated that:

The Indian Director is responsible for—

(i) administrative matters pertaining to the Project;

(ii) the utilisation of Indian funds within the approved annual budgets; and

(iii) the supervision and administration of Indian personnel in non-technical matters.

The Norwegian Director is responsible for—

(i) the technical direction and supervision of instructional, operational and advisory functions;

(ii) the utilisation of Norwegian funds within the approved annual budgets; and

(iii) the supervision and adminstration of Norwegian personnel in non-technical matters.

1.22. So far as administration of the Project is concerned, a leading Fisheries Organisation in a Memorandum submitted to the Committee has stated as follows:—

"Another defect in the administration was the frequent change in the Norwegian leadership of the Project. During the past 14 years of the Project's life there had been 10 Norwegian Directors in charge of it. This had brought about a discontinuity in operation and ideologies as each Director tried to put into effect his ideas or activities in which he was an expert. This has considerably effected the progress and efficiency of the Project and this was a point which had been brought to the notice of the authorities both in Norwegian Newspapers as well as by Indian agencies. Only 2 Norwegian Directors had ever remained in this country for a 2 year period. If the work in the Project is to be efficient and of a continuous nature the Norwegian Director should remain in charge of the Project at least for a minimum continuous period of three years.....Added to this, too frequent a change in the personnel as in the case of the Norwegian Director had brought about a discontinuity in the programme of work."

1.23. It has been stated that 3 main considerations which should guide the appointment of technical experts in the Project for a better and efficient working should be:—

(i) As far as possible only higher level Technical Experts should be appointed in the Project from Norway.

(ii) Technical experts on subjects for which Indian Experts are available in plenty should not be accepted from Norway.

(iii) The experts coming to the country should stay here for a minimum period of 3 years if they are to do any effective work.

1.24. Another leading expert on Fisheries in his Memorandum submitted to the Committee has stated as follows:—

"The Indo-Norwegian Project has made good progress but the returns have not been commensurate with the investment. One of the reasons is that differences of opinion between the Centre and States in matters pertaining to the project have often resulted in vacillation and the absence of a forthright policy. The project is looked upon as an aid giver from which each State is keen to extract the maximum. This has resulted in an unhealthy tendency to spread too thinly. The Standing Committee for the project was well conceived but in effect it has again become an Advisory Body of the Ministry rather than an Executive Committee for which it was intended. The time has come when the Standing Committee should have an independent Chairman and not a Ministry official."

1.25. When the points referred to above were raised during evidence, the representative of the Ministry has stated, "As far as we are aware, there has not been any major difference of opinion between States and the Centre." As regards the appointment of an independent Chairman of the Standing Committee, the representative of the Ministry has stated : "Even if you interpose a Chairman or somebody, he has to come to the Standing Committee. It only adds one level to the whole thing. It does not help because details are to be decided from time to time on the basis of how things progress and Standing Committee is really the effective body."

1.26. So far as frequent changes in the Norwegian personnel is concerned, it has been stated in a written note submitted by the Ministry to the Committee that 11 persons have worked as Directors on the Norwegian side. The details of the tenure of their appointment as also of other categories of Norwegian staff appointed so far may be seen at Appendix I. In this connection, the Committee have been informed during evidence that, "We realise that it is necessary to have continuity. In our discussions with the Norwegians, we have been suggesting that the experts should stay on for a longer period rather than for a short period. We have been able to persuade them

in some cases to keep them for a longer period." It has also been stated that the final authority for appointment of Indian personnel is the Ministry of Food and Agriculture. Regarding the Norwegian Personnel, though the appointing authority is the Norwegian Agency for International Development, the selection of every Norwegian personnel has to be approved by the Ministry.

1.27. So far as powers of the Norwegian Director are concerned, the Committee have been informed during evidence that they are very specifically prescribed. The Norwegian Director exercises only technical control on the work. The representative of the Ministry has further stated during evidence that, "We have had cases where the Indian Director and the Norwegian Director have not seen eye to eye on several matters. But, by and large, we have seen that the Indian Director and the Norwegian Director have been able to work in close cooperation."

1.28. So far as the association of Indian technical personnel with Norwegian experts is concerned, it has been stated in a written note submitted to the Committee that posts have been sanctioned as counterparts for the following Norwegian experts:—

Norwegian Experts	Indian counterparts
Fisheries Leader	Assistant Director
Fleet Manager	Fishery Officer.
Processing Technologist	Processing Technologist
Chief Engineer (Slipway & Workshop)	Mechanical Marine Engineer.
Skippers	Skippers
Engineers on board Vessels	Engineers
Mechanical Engineer	Mechanic
Gear Technician	Gear Technician
Sand Pump-*cum*-Crane Operator	Operator.
Refrigeration Engineer	Refrigeration Engineer.

It is programmed that the operation of the fishing vessels will be taken over by Indian counterparts by 1968. The technical posts in the freezing plant also will be taken over by Indian counterparts by 1968. The technical posts of Slipway and Workshop will be taken over by Indian counterparts and worked by them from end of 1969 onwards.

1.29. The Committee note the organisational set-up of the Indo-Norwegian Project. They further note that during the last 15 years of the life of the Project, there have been as many as 11 Directors from the Norwegian side and that there have been frequent changes in other Norwegian technical personnel. The Committee need hardly point out that frequent changes in the technical personnel, and especially of the Director, have a deleterious effect on the smooth and efficient functioning of an institution. The Committee trust that suitable measures will be taken to remedy the situation.

1.30. The Committee further feel that there is need for the Norwegian Director and the Indian Director to work in close cooperation so as to ensure smooth administration of the Project. Close liaison and coordination between the Centre and the concerned States has also to be maintained for the purpose.

1.31. The Committee suggest that the Indian technical personnel should be progressively associated with their Norwegian counterparts so as to enable them to take over the administration and operation of the Project after the termination of the present arrangements.

C. Finance

1.32. The budget allocation and expenditure in respect of the Indo-Norwegian Project during each of the last three years have been as follows:—

	Allocation			Expenditure		
	Revenue	Capital	Total	Revenue	Capital	Total
1964-65 . .	39,18,000	16,00,000	55,18,000	28,94,514	6,80,133	35,74,647
1965-66 . .	41,81,400	20,00,000	61,81,000	28,46,276	9,24,271	37,70,547
1966-67 . .	56,07,500	14,90,000	70,97,500	74,09,864	12,99,490	87,09,354

1.33. The expenditure indicated above includes cost of materials and equipment received from Norway and incidental charges incurred thereon, the value of which is accounted under Revenue Head as per accounting procedure laid down by the Ministry of Finance.

1.34. It has been stated that the reasons for shortfall in expenditure in 1964-65 were due to receipt of less materials and equipment

from Norway, slow progress in construction works and procedural delays in sanctioning works estimates. The shortfall in expenditure in 1965-66 was due to revised accounting procedure introduced by Ministry of Finance regarding accounting of incidental charges incurred on imported materials, delay in finalising contracts and commencement of works, and delay in construction of the slipway due to necessary changes in design by Norwegian experts.

1.35. So far as expenditure incurred by Norway is concerned, it has been stated that as per provision of the Third Supplementary Agreement, Norwegian Agency agreed to contribute a sum of Rs. 232.4 lakhs for the 5 years. The details of this amount are given below:—

		(Rs. in Lakhs)
(1)	For completion of items started during previous Agreement	66·4
(2)	Contribution @ 33·2 lakhs during 5 years . . .	166·0
		232·4

As against this the Norwegian Agency incurred an expenditure of Rs. 2,79,76,673 as indicated below during 5 years from 1-4-62 to 31-3-67:

	Rs.
1962-63 . . .	38,14,760
1963-64 . . .	33,57,700
1964-65 . . .	35,02,400
1965-66 . . .	66,55,500
1966-67 . . .	106,46,313
TOTAL . . .	2,79,76,673

1.36. The Committee desired to know the total expenditure incurred so far on the Indo-Norwegian Project since its inception. In reply, the Ministry have submitted the following figures:—

(Rs. in lakhs)

Year	Norwegian	Indian	Total
Progressive expenditure upto March 1958	159·93	13·82	173·75
1958-59	30·62	4·51	35·13
1959-60	28·74	6·00	34·74
1960-61	33·30	6·59	39·89
1961-62	45·83	12·16	57·99
1962-63	38·15	16·41	54·56
1963-64	33·58	16·70	50·28
1964-65	35·02	35·75	70·77
1965-66	66·56	37·71	104·27
1966-67	106·46	87·00	193·46
	578·19	236·55	814·84

1.37. It has been stated that upto and inclusive of the year 1962-63, the Indian expenditure has been shared by the Kerala and Central Governments on a 50:50 basis. From 1963-64 onwards, the entire expenditure is borne by the Central Government.

1.38. Asked what percentage of this expenditure has been incurred on the salaries and allowances of Norwegians, salaries and allowances of Indians, craft and gear, etc., Government have furnished the following figures:—

Year	Salaries and allowances of Norwegians	Salaries and allowances of Indians	Craft and Gear
	Per cent	Per cent	Per cent
1958-59	36		10
1959-60	47		11
1960-61	33		3
1961-62	29		38
1962-63	30		29
1963-64	25	7	27
1964-65	29	8	30
1965-66	23	4	26
1966-67	23	3	26

1.39. The Committee do not feel convinced by the reasons advanced by the Government for the heavy shortfalls in the expenditure incurred by the Indo-Norwegian Project in 1964-65 and 1965-66. They would stress that the programmes of the Project, for which budget provisions have been made, should be executed with a sense of urgency, unless there are circumstances which are beyond the control of the Project Authorities.

1.40. The Committee also note that about a third of the expenditure from Norwegian side has been incurred on the salaries and allowances of the Norwegians since the inception of the Indo-Norwegian Project. In the opinion of the Committee, more expenditure should have been incurred on items such as, craft and gear, equipment and other machinery and other development schemes. The Committee suggest that necessary corrective steps may be taken in this behalf.

D. Evaluation

1.41. It has been stated in a Memorandum submitted to the Committee that, "Though the Project has been in existence for the past 14 years, the Ministry of Food and Agriculture has been made any attempt so far to assess and evaluate the Project to study its progress, impact and utility, even though blindly the Agreements had been signed based on apparent attractions offered by the Norwegian Foundation."

1.42. In a written reply submitted to the Committee by Government, it has, however, been stated that, "An evaluation of the work done by the Project in the 1st and 2nd Agreement periods has been carried out. A further evaluation has become necessary."

1.43. The Committee feel that there is a need for a regular evaluation of the work of the Indo-Norwegian Project to ensure that the results are commensurate with the expenditure involved.

CHAPTER II

RESEARCH

A. Research Programmes

Exploratory fishing

2.1. It has been stated that due to the non-availability of sufficient number of large fishing vessels, vast areas of the continental shelf, particularly beyond 25 fathom depths remained unexplored. Information about the type of fish available and a fairly good knowledge about the requirements of fishing vessels, and fishing gear for exploiting these areas are very essential for undertaking commercial fishing. The Project acquired three well equipped modern trawlers from Norway and these vessels arrived in India in September, 1966 to strengthen the already existing fleet of exploratory fishing and research vessels. Of the three new vessels, one specialises in modern techniques of shrimp trawling and the other two in deep and distant water trawling. Valuable data have been collected on the fisheries of Wadge Bank south-west of Cape Comorin, and Laccadive Waters, and also of the deep waters between 25—60 fathom depths extending from Karwar to Cape Commorin.

2.2. It has further been stated that the Project also introduced trawling from Mandapam in Madras State and Karwar in Mysore State.

2.3. The significant achievements of the Project in regard to the exploratory fishing have been stated to be as follows:—

(a) The location of the large fishing groups of Kalava in the 45-50 fathoms range.

(b) The location of the synagris fishing grounds off Alleppey—Cochin in the 25-40 fathoms range.

(c) The location of the fairly potentia grounds of deep water prawns and lobsters in the 150-200 fathoms range off Quilon—Alleppey region.

(d) The shrimp beds off Quilon—Kayankulam region and the Cannanore—Pazhayangadi region.

(e) The development of purse-seine fishing from small boats of 32′—36′ for Sardines and Mackerels in inshore region.

(f) The development of purse-seine fishing for Cat fish in the Gulf of Mannar.

(g) The location of Prawn beds off Mandapam in the Gulf of Mannar.

Oceanographic and fishing research

2.4. It has been stated that the work initiated by the schooners in 1955 were continued by the vessel KALVA from 1957 onwards. The work of these vessels showed the scope and magnitude of the study needed in this field and the need for a well equipped research vessel for undertaking oceanographic survey in India. The Project acquired a very modern and well equipped oceanographic research vessel (VARUNA) from Norway in 1961. This vessel was placed at the disposal of the scientists of the Central Marine Fisheries Research Institute. She has undertaken 119 cruises of 7-12 days duration since then and covered a vast area of the ocean between Karwar and Cape Comorin including the Laccadive archipelago (region) collecting valuable hydrographic, biological and meterological data. The vessels have covered more than half a million nautical miles in distance along the west coast upto 240 nautical miles off the coast so far. Major contributions include the investigation of the upwelling pattern upon which, it is believed, depends the success of many pelagic and demersal fisheries and a preliminary production along the west coast of the country.

Purse—seining Survey

2.5. It has been further stated that the Project initiated the development of techniques for a purse-seining survey of the distant water tuna fishery which is being now exploited on commercial basis by the Japanese and USSR fishing vessels stationed in Indian Ocean area. Asked about the present position in the matter, the representative of the Ministry has stated during evidence that the results have not led to any success. Certain defects were found. The work will be repeated this season. Asked whether advantage of the surveys already conducted by Japan and USSR could not be taken in the matter, the representative of the Ministry has stated, "They do not give the results."

Liaison

2.6. The Committee have been informed in a written note that the exploratory surveys by the fishing vessels of the Project are undertaken by the Project in accordance with the decisions and programmes laid down by a special committee. This committee has taken into account the programmes for such surveys by other Governmen-

institutions also. This avoids duplication and overlapping. The representative of the Ministry has added during evidence that to avoid duplication and overlapping between the Project and the Deep Sea Fishing Organisation, the results of experimental fishing under the Project are treated together with the results achieved by the Deep Sea Fishing Organisation. Links have also been established with the Central Marine Fisheries Research Institute.

2.7. The Committee note some of the research activities undertaken by the Indo-Norwegian Project. They would stress the desirability of fostering close liaison and coordination between the Project, Central Marine Fisheries Research Institute and Deep Sea Fishing Organisation as well as other Central and State Research Institutes to avoid any inadvertent duplication and overlapping. The Committee would also stress that the Project should strive to establish close links with the fishery industry so that the industry could exploit the results achieved by the Project.

2.8. The Committee hope that 'purse-seining' survey of the tuna fishery will be undertaken at the earliest possible opportunity so that India could also exploit this important species of fish which is now being exploited by Japan and U.S.S.R. in the Indian Ocean.

B. Vessels

2.9. The Committee desired to know the details of the vessels received by the Indo-Norwegian Project so far under various Agreements. In reply, in a written note submitted to the Committee, it has been stated that during the period 1952 to 1961 under the First and Second Supplementary Agreements, the Indo-Norwegian Project received 23 small and medium fishing vessels of different sizes and construction from Norway. Of these 12 vessels were open decked surf boats of 22 ft. length with 4.5 HP engine. 8 vessels were of 30 ft. to 35 ft. length having HP ranging from 22—36. These vessels were brought mainly to serve as proto-type to study their suitability under Indian conditions. In 1954, three schooners *viz.* M. O. KRISTENSEN, TRAVANCORE and KALAVA of overall length—ranging between 58 ft. and 75 ft. and HP from 100 and 120 were received from Norway. The total cost of these vessels excluding the 12 nos. of surf boats was Rs. 12,13,232.00. Out of these 23 vessels, the Project is at present having only 5 boats *viz.* KALAVA and 4 medium boats. The rest of the vessels were either issued to fishermen or transferred to the Government of Kerala prior to 1st April, 1963. Of the three schooners two were condemned in 1959 and the remaining one (Kalava) is under de-commission. The vessel ASHTAMUDI has been decommissioned since 1965 and is under process of disposal.

2.10. Since November, 1961 the Indo-Norwegian Project received *three medium fishing* vessels and one research vessel under the Second *and Third* Supplementary Agreements. The research vessel

VARUNA has a registered length of 85.25 ft. and a 400 HP main engine. Two of the new arrivals are of 71.50 ft. registered length having an HP of 480. The fourth vessel is 60.60 ft. in registered length with an HP of 240. These are modern well-equipped steel vessels capable of undertaking fishing voyages of 7 days to 10 days duration. The total cost of these four vessels comes to Rs. 57,54,029. All the 4 vessels are in very good condition and are being actively engaged in exploratory fishing and oceanographic research work. Of these, one vessel arrived in India in September, 1961 and the other three in November, 1966.

2.11. The 9 vessels which are available with the Project at present out of the total of 23 imported vessels costs Rs. 63,13,719.00. The up-to-date vessel-wise details on the cost of repairs of these vessels are not available as the expenditure was being met from Norwegian funds. However the total cost of repairs for 1958-59 to 1965-66 incurred on the Project vessels is furnished yearwise below:—

Years	Cost of repairs
	Rs.
1958-59 . . .	48,300
1959-60 . . .	73,200
1960-61 . . .	69,700
1961-62 . . .	1,43,700
1962-63 . . .	1,24,700
1963-64 . . .	2,26,600
1964-65 . . .	4,85,600
1965-66 (upto 31-12-65)	4,08,900

2.12. Cost of repairs on Project vessels including the 3 Vessels obtained locally for the period 1966-67 and 1967-68 (upto 5-9-67) is as follows:—

	Name of boat	Cost of repairs in 1966-67	Cost of repairs in 1967-68
1	Varuna . . .	9,944·40	25,444·00
2	Kalava	2,043·00	307·00
3	INP-167 . . .	6,705·00	Nil
4	Norind . . .	Nil	1,050·00
5	M-1	920·00	95·00
6	M-2	500·00	103·00
7	M-3	Nil	75·00
8	M-4	2,660·00	103·00
9	Karwar No. 1 . . .	1,372·00	11·00
10	Klaus Surrana . . .	Nil	6,036·00
11	Hessatral . . .	Nil	3,493·00
12	Hessagut . . .	Nil	2,509·00
	TOTAL . . .	24,194·00	39,226·90

2.13. The name, date of purchase, present condition, vessel-wise cost, etc. is given in the following statement:

Type or Name & date of arrival	O.A.L. or R.L.	B.H.P.	Cost in Rs.	Remarks.
1. 12 Nos. surf boat 1954	22'	4·5	..	Issued to Fishermen in 1956 at a subsidised cost of Rs. 1041 for each boat.
2. Aluminium Dorry October, 1954	30'	8	8764	Transferred to National Institute of Oceonography in 1966.
3. Wooden dorry March, 1954	30'	22	10570	Transferred to Govt. of Kerala with effect from 1-4-63.
4. Steel Dorry Feb. 1964	32'	22	9343	Do.
5. Schooners . .				
a. M. O. Kristensen Oct., 1954	75'	120/150	322766	Condemned in 1959
b. Travancore Oct. 1954	58'	100	230766	Do.
c. Kalava Oct., 1954	68'	120	277098	Proposed to be condemned laid up since May '67 requiring major repairs or replacement of engine.
6. Ashtamudi Feb. 1958 .	33'	36	71333	Scrapped in 1965. Pending disposal.
7. MI 1956 . . .	35'	20(48)	68773	The original engines replaced by 48 HP engine later.
8. M2 1956 . .	35'	20(48)	68773	Do.
9. M3 1956 . .	35'	20(48)	72523	Do.
10. M4 1956 . .	35'	20(48)	72523	Do.
11. Varuna Nov. 1961 .	85·25'	400	1222229	The vessel is in good condition.
12. Klaus Sunnana Sept. 1966	60'	240	1311100	Do.
13. Hessatral Sept. 1966 .	71·50'	480	1636600	Do.
14. Hessagutt Sept. 1966 .	71·50'	480	1584100	Do.

2.14. The Committee have been informed during evidence that, "All these vessels which come from Norway are fully surveyed according to the requirements of the Norwegian Laws before they are sent. We found that there was a case when three wooden vessels which were received in the earliest stages of the Project had developed dry rot and that there was no method of arresting the decay. These three wooden vessels were in the dry rot stage and hence they had to be condemned. The other vessels that came in that batch have been continued upto now and nothing has happened to them. After that, wooden vessels were stopped. We felt that it would not be safe to have wooden vessels built out of Norwegian pine wood. They were not safe to work under the climatic conditions obtaining here. After that, only steel vessels were imported. Then, we have one or two cases of vessels on which a fairly heavy repair charges had to be incurred. These vessels were repaired about five years back. Since then, they have been working satisfactorily. The repair charges too have not been very heavy since then."

2.15. In reply to a question, the representative of the Ministry has further stated that, "Some of the boats which have been sent to us are the best. Some of the boats which they have sent to us have been used for two or three years before they were sent to us." Asked whether any representative from the Government of India was sent to check up these vessels, before they were sent to India, the Committee have been informed during evidence that, "The vessels which are sent from these are surveyed according to their regulations. If we want to send our representatives from here, it would have to be done through our Mercantile Marine Department. They would not be authorised to survey the vessels officially on behalf of the Indian Government. To send someone for an official survey in other countries is not normally done except when we are purchasing them. These were gifts which the Norwegians have been giving us and whose numbers were much more than what they have promised." The Committee have been further informed during evidence that, "The broad fact is that they came here as experts to advise us on certain things. They brought what they found to be suitable to our conditions. But, their experience of tropical water may not be so good. Moreover when we started this Project, our experience of fishing in the country was very limited. They came to help us in the matter of technical know-how, methods of fishing and so on. We had to depend to a large extent on their appreciation of the position.

2.16. So far as the performance of these vessels is concerned, the table below will indicate the number of days operated by all the

the Project vessels irrespective of the place of their operation during 1963-64 to 1966-67:—

Particulars	1963-64	1964-65	1965-66	1966-67
Total days operated by all vessels . . .	787	745	848	915
No. of vessels operated .	9	9	8	8
Average days operated per vessel per year	87	83	106	114

2.17. The table clearly shows that while there is a decline in the number of days operated by the Project vessels in 1964-65 as compared to the previous year, there is an increase in the number of days operated from 1965-66. Nevertheless the number of days operated by the vessels during the different years does not appear to compare favourably with the normal standards of a fishing vessel. This is primarily because 5 of the 9 vessels are very old (acquired in 1954) and the consequent frequent repairs they require.

2.18. In 1963-64 the Project had nine vessels. These nine vessels of the Project were stationed at 4 different centres from 1963-64 and the number of these vessels attached to any one of the centres varied from year to year. One and the same vessel has worked at two or more centres during the same year.

2.19. During 1964-65 one of the medium boats was handed over to the Government of Kerala. But the transfer was made good by the acquisition of new medium boat. In 1965-66 one of the vessels *viz.* Ashtamudi was scrapped, reducing the fleet of vessels to eight. During 1966-67 however, the Project received three new modern medium trawlers from Norway making a total of 11 vessels for the Project. Of the 11 vessels, the oldest vessel *viz.* Kalava (built in 1916) is being decommissioned.

2.20. It has further been stated that there appears to be fluctuation and a trend towards decline in the average catch per boat per day obtained by the Project vessels during the different years from 1963-64 to 1966-67. Besides the decreasing operational efficiency of the vessels due to age, several other factors appear to contribute towards this trend. In exploratory fishing, unlike commercial fishing

operations, the vessels are not expected to carry out fishing in the best known grounds only. The purpose is clearly to assess the resources available at different areas, *i.e.* the areas where commercial fishing vessels do not operate. Hence no matter fish is available or not the vessels carry out operations in the stipulated area as per the programme. Therefore a regular average catch cannot be expected from these vessels at different centres or for different vessels from year to year, as the area of operation varies. These vessels also carry out experimental fishing with different types of gear to study their suitability and efficiency. On account of this, the vessels do not operate the same or the best type of gear during different years and hence the catch of these vessels may not be comparable to other commercial fishing vessels. It has been pointed out that a clear distinction has to be made between the commercial fishing operations and the exploratory and experimental fishing of the Project. In commercial fishing operations, the crew members are paid according to the catch. Lack of proper incentive appears to affect the performance of the vessels. Similarly the Project vessels also function as training vessels and as such the vessels are generally manned by inexperienced trainees.

2.21. It has been further stated that a careful study of the working of the Project's vessels particularly the smaller vessels will show that there vessels are not adequately and properly manned. For instance a medium boat of the Project is having four fishing hands only, and there is neither a certified or uncertified bosun and the four fishing hands are equally paid (Rs. 100—130 plus M.A. 60) with the result that nobody from among these four fishing hands can be made responsible for the successful operation. This appears to have affected the fishing operations considerably. It is therefore proposed to provide these vessels with an uncertified bosuns post to begin with, who will be entirely responsible for the successful operations. This, in addition to making somebody responsible for the successful operation of the vessel, will also provide some incentive to the fishing hands who have had not any chance of obtaining any promotion for the past 10-15 years. It is also proposed, as these medium vessels have explored areas which are within their limits, to commercialise the operation of these vessels by giving proper incentive to the crew Already a proposal is under consideration of the Ministry, according to which the crew should be paid a certain percentage of the catch they bring in addition to the pay and allowances.

2.22. The Committee note the present position of vessels received so far by the Indo-Norwegian Project under various Agreements. They are, however, unhappy to observe that performance of some of these vessels has not been very satisfactory and the repairs costs

on them have been quite heavy. In the opinion of the Committee, it should have been possible for the Government to make some sort of arrangement with the Norwegian authorities to check up the suitability or otherwise of these vessels in the Indian climatic conditions. This would have resulted in the saving of three wooden vessels which had to be decommissioned as soon as they arrived here owing to dry rot. In the opinion of the Committee, while importing equipment for fisheries development, better knowledge of local climatic and other conditions of the Indian authorities should be utilised to avoid such cases.

2.23. The Committee are unhappy to note that some of the Project's vessels have not been adequately and properly manned, with the result that the fishing operations have been adversely affected. The Committee would stress the need for accelerating the training programmes in the Indo-Norwegian Project as well as in the Central Institute of Fisheries Operatives so that there may not be any dearth of certified bosuns for the Project's fishing vessels. The Committee, however, note with satisfaction that it is proposed to improve the manning and operation of the Project's vessels and to commercialise the operation of the vessels by giving proper incentives to the crew. The Committee also stress the desirability of keeping the repairs costs to the barest minimum. They also hope that shortcomings noted in the performance of these vessels will be removed as early as possible. So far as the pay-scales and incentives to the floating staff is concerned, the Committee would like to draw attention of the Government to the recommendation contained in para 3.7 of their Fortieth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) –(i) Deep Sea Fishing Organisation, Bombay; and (ii) Landing and Berthing Facilities.

C. Mechanisation Programme

2.24. It has been stated that among the schemes which the Project undertook in order to achieve the objectives laid down in the agreement between the Government of India and Norway, mechanisation of fishing crafts occupies the most prominent place. In the area which the Project selected for intensive development there were nearly 400 fishing boats and none of these was mechanised. It was then thought that if some suitable engines could be successfully fitted into the country crafts, it would be relatively easy and cheaper to mechanise the fishing crafts. The Project undertook experiments in the mechanisation of country crafts and even though it was proved possible to mechanise the valloms, extensive trials revealed that

this type of crafts are unfit for conversion into an effective mechanised fishing boat. Therefore, special types of boats suited to the local conditions and at the same time economical to operate were designed. Marine diesel engines for these boats were imported from Norway. During 1954, a boat building yard was constructed for the construction of different types of mechanised boats. Until the end of March, 1963, when the establishment under this scheme was handed over to the Government of Kerala, the physical achievements were as follows.

Boat building yard and Workshop . . .	1
Boats constructed:	
1954	8
1955	18
1956	22
1957	17
1958	7
1959	21
1960	4
1961	29
1962 and upto 31-3-1963	17
	143

2.25. Out of these boats, 125 were issued to fishermen on subsidised rates and the year-wise break up of issue is given below:

1956	49
1957	18
1958	Nil.
1959	9
1960	12
1961	28
1962 and upto 31-3-1963 . . .	9
	125

2.26. Of the remaining 18 boats, 10 were issued to the Kerala State Department of Fisheries. Four were issued to the Fishermen's Cooperative Sales Organisation. Two are still with the Project. Two have been condemned and disposed of.

2.27. Since 1963, it has been decided that the Project will provide Marine Diesel Engines to all fishing boats that could be fabricated in the boat building yards of Project Centres at Mondapam, Karwar and Cannanore. Under this scheme following number of engines have been issued:—

Kerala ..	64
Mysore ..	16
Madras ..	46

2.28. During the current year, the Project has plans to distribute another 44 engines.

2.29. Asked about the procedure followed for issuing the boats to the fishermen, it has been stated in a written note submitted to the Committee that the boats were distributed by the State Departments of Fisheries according to the pattern of distribution laid down by them. They were given to the fishermen and fishermen's cooperatives. These boats are given by the Project under aid agreements.

2.30. Asked whether the performance of these boats has been upto the mark, the representative of the Project has stated during evidence that, "Actually 90 per cent of the boats designed by the Project are still in operation. We have the figures of comparative catches obtained by the boats designed by the Project and those designed by others, according to which the catches from the boats designed by the Project are larger than other boats." The representative of the Ministry, however, added that, ".....the fishermen liked the boat designed by the Central Institute of Fisheries Technology better than the Norwegian designs." The Committee have been further informed that the Indo-Norwegian Project has now adopted more or less the design suggested by the Central Institute of Fisheries Technology. As a matter of fact, year before last, out of 130 boats, 104 were built of this design.

2.31. The Committee commend the efforts made by the Indo-Norwegian Project in introducing the mechanised fishing boats. The Committee have already stressed the necessity of reducing the cost of the mechanised fishing boats, so that the poor fishermen could afford to purchase them and take advantage therefrom, in para 2.23 of their Thirty-Eighth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Technology, Ernakulam. They expect that the Indo-Norwegian Project would also take concerted steps in this direction.

2.32. The Committee would also stress the imperative need for close liaison and coordination between the Indo-Norwegian Project and the Central Institute of Fisheries Technology so far as the design of the fishing boats to be manufactured by the Project authorities is concerned. They would like the Project authorities to examine the feasibility of using the design of the mechanised fishing boats evolved by the Central Institute of Fisheries Technology, which is liked by the fishermen, for construction of mechanised fishing boats in future.

2.33. The Committee also desire that the feasibility of undertaking manufacture of marine diesel engines in India on the basis of the *design* of the engines which are now being imported from Norway, *may be considered* in case such engines have proved better than the *digenously* manufactured ones.

D. Development activities at Cochin and other places

2.34. It has been stated that with a view to develop the Cochin Centre as a self-contained base for large and small vessels providing all facilities the Project has established a Fishery Station at Cochin/Ernakulam. This Station provides facilities for berthing, fish handling including storage and preservation, production of ice, docking and workshop, and repair and manufacture of nets. Physical achievements are as follows:

Sea House (a two-storey building which provides facilities for manufacture and repair of nets and also for the Project's central stores)	1
Slipway—which can haul vessels upto 120 ft. in length and which provides facilities for the repair/maintenance of three vessels at a time.	1
Workshop with all modern machinery & equipment . . .	1
Jetties (piers)	3
Electronic workshop	1
Ice-cum-freezing plant, (which includes a processing hall and fish reception hall)	1

The under-water works of the slipway is yet to be completed.

2.35. The vessels operating from the above centre are:

VARUNA .	An oceanographic research vessel with a built-in-laboratory and modern equipment such as radar, direction finder, sonar and three different varieties of echo-sounders and radio telephone.
HESSAGUTT .	A stern trawler with all modern fishing and navigation equipment such as echo-sounders, asdic, radar, refrigerated fish hold, radio telephone.
HESSATRAL .	A purse-seiner, equipped besides those listed for Hessagutt with a power block and a plate freezer.
KLAUS SUNNANAA	An outrigger trawler with all modern equipment such as radar, radio telephone, asdic etc. etc.
KALAVA . .	A wooden hulled fishing vessel equipped with echo-sounders and radio telephone.

Besides the above vessels, 7 small vessels equipped with echo-sounders and radio telephones are also operating from Ernakulam.

2.36. Fishery stations on above lines are also being set up at Mandapam in Madras, Cannanore in Kerala and Karwar in Mysore. The

present position in respect thereof has been stated to be as follows:—

Mondapam.—Boat building yard and training centres are operating. The Ice and Cold Storage Plant is under erection and will be completed in two months. The Plans for the jetty have been finalised and the work will be taken up after receipt of the administrative sanction of the Madras Government. The plans and estimates for the fish-meal plant have been provided. The machinery is being supplied from Norway.

Cannanore.—The Boat building yard and training centres are operating. The Ice and Cold Storage Plant will be completed by March, 1968. The break-water is under construction.

Karwar.—The Boat building yard has been completed. The machinery for the Ice plant will be installed in 1968. Plans and estimates for the landing and berthing facilities have been finalised.

2.37. The completion of all the items of work at these places including Cochin/Ernakulam has been provided for in the Fourth Supplementary Agreement signed on the 17th March, 1967.

2.38. So far as the workshop at Cochin/Ernakulam is concerned, it has been stated that it has now become well-equipped and functional. The major portion of the work on the slipway has been completed and it is expected to become fully functional from early 1968. Pending completion, the slipway is now capable of taking vessels having a draft upto 8 ft.

2.39. So far as the construction of Jetty at Mandapam is concerned, the Study Group of the Estimates Committee which visited the site in September, 1967 have been informed that there has been considerable delay in its construction. Explaining the reasons for delay, the representative of the Ministry has stated during evidence that, "There was some delay in settling the design. In 1966 when the first design was given and when the testing was done, it was found that there were some coral rocks between 10 and 14 ft. Then a changed design was given in July, 1967. The estimates have been prepared. As soon as the administrative sanction is given, the work will be *started.*"

2.40. The Committee are glad to note the development activities undertaken by the Indo-Norwegian Project at Cochin/Ernakulam, Mandapam, Cannanore and Karwar. They hope that the construction of the slipway at Cochin and Jetty at Mandapam will be completed as early as possible. They also hope that other items of work carried over from the Third Supplementary Agreement to the Fourth Supplementary Agreement will be completed without further delay.

CHAPTER III

TRAINING AND PUBLICITY

A. Training

3.1. It has been stated that with the introduction of mechanised fishing boats, the need to train fishemen in the operation and maintenance of marine diesel engines, navigation and modern fish catching method was paramount. Therefore a training centre for fishermen was established in 1955. Until the end of March, 1963, when the training centre was handed over to the State Fisheries Department, 167 fishermen were given training. Also attached to this training centre was a gear section which took up fabrication and repair of various kinds of nets and other fishing accessories, under the guidance of a Norwegian Gear Expert. Besides the above training, Indian Officers were given advanced training in various branches of fisheries in Norway. The achievements under the Scheme until March, 1963 are as follows:—

Training Centres.	1
No. of fishermen trained in the above centre. . . .	167
No. of fishermen trained in Purse-seining . . .	12
No. of Officers trained in Purse-seining	3
No. of Officers given training in Norway. . . .	
(a) Fisheries.	8
(b) Medicine.	1

Numbers of Officers given training in Norway after 31st March, 1963 when Government of India took over the administration of the Project are as follows:—

(a) Fisheries	..	2
(b) Electronics	..	1

3.2. It has been further stated that with the general progress in the field of mechanisation and the introduction of large trawlers fitted with higher horse power engines, the emphasis was shifted to the training of personnel in the handling of large fishing vessels. Therefore the Third Supplementary Agreement between the Governnt of India and Norway which governed the activities of the Pro- *from 1961 to March* 1967 called for the training of personnel

such as Skippers, Fishing Second Hands, Engineers and Engine Drivers for vessels and shore technicians such as service mechanics, freezing plant technicians and processing assistants, at the Project's centre at Cochin. But this programme could not make much head way since the establishments in which training was to be given such as Ice and Freezing plant, Mechanical workshop etc. and larger vessels could not be made available sufficiently early to initiate the training.

3.3. As such one of the important objectives of the Indo-Norwegian Project as per the current Agreement is to train Indian personnel in fish processing operations and maintenance of freezing plant, ship repairing technology and in fishing and navigation of medium and large fishing vessels. At present there is a marked shortage for personnel qualified in the above fields. To give a fillip to this, the Project is proposing to launch full-fledged training courses in the above subjects. The present activities are as follows:—

(1) *Training of Fishing Second Hands*

Seventeen trainees who have undergone basic training in the Central Institute of Fisheries Operatives are being trained on board the four bigger project vessels. All the 17 trainees are expected to appear for the Fishing Second Hands examination of the Marcantile Marine Department after putting in 15 months of sea service on board these vessels. Once they qualify themselves as fishing second hands, they are eligible to be in charge of fishing vessels upto 50 Gr. tonnage.

(2) *Training of Skippers*

Six fishing second hands are being trained for skippers examination on board the above vessels. After two years of sea service on these vessels, they can appear for the Skippers examination whereby they can qualify to be in charge of fishing vessels of any size.

(3) *Sea going engine drivers.*

Six engine drivers who have first class and second class Inland Motor Vessel certificate are being trained for the above examination. These people after putting in one and a half year of continuous sea service on these vessels having 286 HP and above can appear for the above examination and can be incharge of engines upto 50 nominal H.P.

(4) *Processing technicians*

The project intends to recruit and train suitable candidates who are preferably to be sponsored by State Governments of private

processors in processing technology. For this purpose a well-equipped and modern fish processing unit and laboratory have been set up and the syllabus and required equipment, etc. for this have been prepared. It is proposed to take 12 trainees initially.

(5) *Freezing Plant mechanics and operators*

Steps have already been taken to initiate training. It is proposed to take 16 candidates to begin with.

(6) *Service mechanics (Ship technology)*

Sixteen trainees are proposed to be taken as soon as the slipway is completed. The minimum qualification for all the above training will be SSLC.

(7) *Course in electronics*

Although the project does not propose to start regular training course in electronics, the electronics section of the Indo-Norwegian Project has been imparting training to officers deputed by State and Central Government Departments in the installation and maintenance of echo-sounders, radio telephones, fish-finders and radar. A few officers who have been recommended by the Governments of Andhra Pradesh and Mysore have already been trained.

3.4. The Committee desired to know the present capacity of the Project and its Stations for training of fishing personnel. In reply, the Government have submitted the following statement:

	Ernakulam	Cannanore	Karwar	Mandapam
(1) Training fishermen in management and maintenance of (fishing from) mechanised fishing boats of medium size.		40	25	60
(2) Training Second Hands for large vessels.	15			
(3) Engine Drivers for large vessels.	3			
(4) Skippers for large vessels	3			

3.5. It has been stated that this capacity is being fully utilised.

3.6. Asked what are the criteria of selection of trainees and what facilities, stipends etc. are given to them, it has been stated in a

written note submitted to the Committee that the trainees at the centres at Cannanore, Karwar and Mandapam are selected by the concerned State Department of Fisheries according to the criteria followed by the State Governments. The trainees for fishing second hands and engine drivers are deputed by the Central Institute of Fisheries Operatives for practical training after their theoretical training in that Institute. The trainees for skippers are taken from persons who secure the certificate of Fishing Second Hands. This is by open selection.

The trainees for fishing from medium/small mechanised boats at Cannanore, Mandapam and Karwar are paid stipends by the concerned States according to the pattern existing in those States. The Project has provided fully equipped training centres in these places and has placed the services of one Norwegian fishing expert and one Norwegian mechanic at each place for instruction. The other training courses are all practical training on board the Project's larger fishing vessels. The Project pays each trainee a stipend of Rs. 100 p.m.

3.7 Asked to indicate the State-wise distribution of trainees during the last five years, it has been stated in a written note submitted to the Committee that the trainees for undergoing training in fishing from small and medium mechanised boats are restricted to the fishermen of the concerned States *i.e.* Kerala (Cannanore), Mysore (Karwar) and Madras (Mandapam).

The other training programmes have been taken up only during the last 12 months. The State-wise distribution of these trainees is furnished below:

	Kerala	Mysore	Maharashtra
Fishing Second Hands.	14		1
Engine Drivers	2	1	

3.8. Asked whether any liaison or coordination is being maintained by the Project with the Central Institute of Fisheries Operatives so far as training of fishery personnel is concerned, it has been stated in a written note submitted to the Committee that there is close coordination maintained by the Project with the Central Institute of Fisheries Operatives in the training of fishing personnel. The trainees of the Central Institute of Fisheries Operatives after the completion of their courses in the Central Institute of Fisheries Operatives are

sent to the Indo-Norwegian Project for their sea service training courses and workshop experience. The experts of the Indo-Norwegian Project also undertake instructional lectures to the trainees of the Central Institute of Fisheries Operatives. The Assistant Engineer (Electronics) of the Project has given a few lectures on electronic equipment. The Norwegian Naval Architect is to give lectures to the Boat Building Designer's course trainees. The Project has now provided the services of an Electronic Instructor to undertake the course on Electronic Equipments.

3.9. Asked whether the various courses now started by the Indo-Norwegian Project could not be started earlier, the representative of the Project has stated during evidence that, "The training of fishing second hands, engine drivers and skippers could be undertaken only after we got three big vessels in September, 1966, because this training has to be given to persons who can operate on these vessels. The training course for processing technicians and processing plant operators should have been started earlier, but by that time the new Agreement had to be signed and immediately after signing the new Agreement, we have taken up this kind of training."

3.10. The Committee are glad to note that the training programme launched by the Indo-Norwegian Project is being executed in close collaboration with the Central Institute of Fisheries Operatives and the concerned State Governments. They suggest that the overall requirements of the industry, various Research Institutes, etc. may be kept in view so that the facilities available for training in the Project could be suitably augmented. In this connection, the Committee would like to draw the attention of the Government to the recommendation contained in para 2.19 of their Forty-First Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Operatives, Ernakulam.

3.11. The Committee hope that the contemplated courses of training for processing technicians, freezing plant mechanics, etc. will be started by the Project as early as possible.

B. Publicity

3.12. It has been stated that except for a few articles on the Indo-Norwegian Project, brought out in some journals in India, no publications on the Project have been brought out by the Project in India on its working. It has been further stated that the work of the Project is done mainly through practical training and the question of publicising its activities has not been specifically considered. Articles in Fisheries Journals on the Project would, however, be in the general interest and this matter will be reviewed.

3.13. The Committee have been informed during evidence that the scientific data of the Project are handled by the Central Marine Fisheries Research Institute, Mandapam Camp. Then publicity is done through annual reports. However, no special publicity is being given. It has been stated that, "It is just a haphazard publicity . . ."

3.14. Asked whether any demonstrations have been arranged by the Project, the representative of the Project has stated during evidence that, "We have not arranged any demonstrations but in certain specific cases, we took batches of fishermen and entrepreneurs on board the Project's vessels to show perch fishing and purse-seining operations."

3.15. The Committee feel that adequate publicity and demonstrations can go a long way in bringing home in a visual form the results achieved by the Project to the users. They suggest that the feasibility of bringing our Bulletins, News letters, etc. and articles in various Fisheries Journals on the working of the Project may be considered. They also desire that demonstrations on improved methods of catching, processing, cleaning of the premises, etc. may be arranged by the Project for the benefit of the fishermen and industry.

CHAPTER IV

MARKETING AND EXPORTS

A. Marketing

4.1. It has been stated that in order to pave way for better and more hygienic distribution and marketing of fresh fish, the Project established a modern fish stall in the industrial township at Alwaye. Equipped with a medium sized freeze and also storage room, this stall caters to the needs of fresh fish of the township to some extent. At Ernakulam and Bangalore, the Project intends to start one fish stall at each place. Pending construction of the fish stall at Ernakulam, the Project has initiated direct retail sale of fresh and chilled fish and is receiving large public attention.

4.2. The sales of fish from the Alwaye and Project centres from 1.4-1967 to 30-9-1967 have been stated to be as follows:—

	Quantity	Value
	Kg.	Rs.
Alwaye Centre	13865	16872
Project Centre	14964	26019

It has been stated during evidence that the economic aspects of these two centres have not been worked out. These centres are only of model types so that they could set patterns for others.

4.3. The Committee are glad to note that modern distribution and marketing centres for sale of fish have been established by the Indo-Norwegian Project at Alwaye and the Project's premises at Cochin. They also note that the Project intends to start such centres at Ernakulam and Bangalore as well. The Committee would like the Project Authorities to draw up a plan for opening such centres at various places in a phased manner. The Committee would also suggest that the economics of such centres should be worked out so as to ensure that they do not incur any losses. It would be better if these centres are run on no-profit no-loss basis.

B. Exports

4.4. It has been stated that the Standing Committee at its 22nd meeting recommended the utilisation of ice-*cum*-freezing plant set up by the Project. It proposed to do processing of fish by the Project with a view to prepare frozen marine products for export and also for preparation of chilled and frozen fish for internal marketing and preparation of "convenience foods" for internal marketing.

4.5. Government of India considered the proposal of the Standing Committee in detail and decided that the plant may be operated directly by the Project as a training-*cum*-pilot plant for demonstration and training and to export prawns to U.S.A. and also to utilise the ice-*cum*-freezing plant to the maximum extent possible.

4.6. It has been stated that it is not the intention of the Government to add one more freezing unit for the export of prawns and to compete with other firms engaged in similar exports. The intention is to demonstrate to the other exporters how prawn processing can be achieved under the most hygienic conditions.

4.7. Asked whether export of marine products is not outside the purview of the objectives of the Project, it has been stated in a written note submitted to the Committee as under:—

"It is true that export trade is outside the purview of the objectives of the Project. Training and demonstration forms one of the most important objectives of Indo-Norwegian Project. In order to achieve this objective the Standing Committee of the Project decided that the freezing plant set up with the assistance of the Norwegian Government should be operated departmentally as a training-*cum*-demonstration plant. A processing line was accordingly started. Then the question arose as to the best way of disposal of the resultant frozen prawns. Since exporting of these prawns will fetch considerable foreign exchange it has been decided to market the entire produce in the United States. A detailed scheme of production could not be drawn up so far pending finalisation of the procedure of purchase of raw materials necessary for the plant. However, production was started in February, 1967, on a small scale with fish catches of the Project's vessels. When the plant operates at its full capacity it is estimated to produce about 700 tons of frozen prawns valued at about Rs. 1 crore. During the current year the total expenditure has estimated at Rs. 31 lakhs as against

anticipated receipt of about Rs. 40 lakhs. The earnings connected with the operation will be retained by the Government of India."

4.8. Asked what repercussions this is going to have on the Indian Sea Food Industry, it has been stated that the operation of the freezing plant and export of its produce will not adversely affect the India Sea Food Industry or the Fish Export Industry. On the contrary, it is expected that the Indo-Norwegian Project by its demonstration and training will help the export industry by raising the quality of Indian shrimp exports and enabling our exports to compete more effectively with those of other countries. Training of personnel in freezing techniques and giving demonstrations for benefit of private industry forms part of the programme.

4.9. It has been further stated that there is an ever increasing demand for frozen prawns in U.S.A. and as such direct export of prawns by Indo-Nowegian Project will not affect the private exporters. Moreover, Indo-Norwegian Project also depends for its raw materials on the prawn catches of its own vessels and this also will not have any adverse impact on the private industry.

4.10. It has been stated in a Memorandum submitted by an Association to the Committee that, "It is also understood that the Indo-Norwegian Project has been authorised to enter the export field. This is contrary to the objects of the Project. This Association has objected to the entry of the Indo-Norwegian Project into the export trade of India and we still maintain that the Indo-Norwegian Project should be considered as an organisation which will give advice, assistance and education leading towards the development of Indian fisheries. The authority given to the Indo-Norwegian Project to enter the export field should be revoked and they may be requested to contain their activities to developmental operations."

4.11. Another Organisation, in its Memorandum submitted to the Committee, has stated as follows:—

".....the project which started to assist the fishermen has now started direct commercial activities. There are a large number of firms engaged in the export of frozen shrimp in Kerala earning about Rs. 13·5 crores worth of foreign exchange. The entrance of the Project in the field is only adding one more element in the already competitive field thus leading only to a further division of the raw material already available in the State."

4.12. Asked whether any representations have been received from the India Sea Food Industry in this regard, the Ministry have stated in a written note that the Sea Food Canners and Freezers Association of India submitted a representation on the 8th June, 1965. The following were the main objections raised by the Association:—

(i) If the Project effects purchase of prawns, lobsters and frog legs from the local market and distributes as an incentive, ice at very low rates to the catching and supplying agencies, this will create unfair competition and injure the interests of other concerned who are now engaged in the freezing and export of prawns, lobsters and frog-legs.

(ii) The freezing capacity of the various plants in Cochin area is 3 to 4 times more than the actual production achieved by them. This is because of the scarcity of raw material and if a Government Organisation like the Indo-Norwegian Project also starts purchasing raw materials from the existing sources it will result in severe loss for the private operators.

(iii) If the Project desires to augment the foreign exchange earnings of India by increasing exports, the natural course should be for them to get their own raw material by fishing and then processing it for export. Acquiring supplies from the existing sources will not in any way add to the total quantum of Indian exports or foreign exchange earnings by the country.

(iv) The original objective of the Project was to utilise the Ernakulam plant for the freezing and internal marketing of fish catches. If the Project cannot employ additional fishing boats and enhance the catches of prawns, they should confine to their original plan of processing, preserving and marketing locally of fish catches.

4.13. In view of the ojections raised by the Sea Food Canners and Freezers Association of India, it was initially decided that the processing and freezing should be confirmed to the catches of the vessels of the Indo-Norwegian Project alone. But subsequently on the basis of the decision taken by the Standing Committee of the Indo-Norwegian Project and also in view of the suggestion made by the Ministry of Finance to the effect that the plant should be utilised to its full capacity, it was decided that the Indo-Norwegian Project Plant may take over the catches of the vessels of other Government of India Institutes located in Cochin and also if

necessary purchase prawns from the local market. The plant has started freezing operations from February, 1967. It has so far confined its operations only to the catches of the Indo-Norwegian Project vessels and has not entered the local market for purchase of prawns.

4.14. The Committee have been informed during evidence that, "The position is that we have the freezing plant at Ernakulam in the Project. The plant is capable of freezing upto 700 tons of fish (*i.e.* prawns) which we can export for a value of Rs. 1 crore. But that has not been the main consideration in taking up for export, because the objectives of the Project are very specific. They do not include entering into the commercial field. We pondered over this point in the Standing Committee. We had doubts whether we should really enter into the export field. We knew there would be objections from the exporters in Kerala where prawn export has already developed quite substantially..... Our specific object has been to demonstrate better methods of processing. Now with the experitise available in the Project, what we felt was that we should be able to develop better processing techniques, we should be able to do the various stages of processing in a better manner and also probably get a higher return for this prawn when it is exported to the U.S.A. We cannot get a higher return immediately, because immediately what we can get is the ruling price. If this prawn really proves to be better than what is normally exported from this region, then it would have a very good effect on our exports in general. The other exporters will come to realise that a better quality prawn can actually get a better price."

4.15. The Committee have been further informed during evidence that, ".....it is better to be quite specific that this Project catches prawns. It is certainly in the interest of those involved in it to get the best value out of it. We have got a very good freezing plant, which is not being worked to capacity. It is merely training and so on. Utilisation of the capacity is also desirable. The Standing Committee has taken the decision and the Ministry of Finance have also emphasised this, that the catch of the Project's vessels and the catch of the vessels of other Government of India institutions in the area should go through this freezing plant and we should utilise the exportable capacity."

4.16. In reply to a question, the representative of the Ministry has stated during evidence that, "We are helping the seafood industry to have more boats and more catches. There is a temporary shortage of fish, because the demand has certainly spurred and the

catch has not increased so much. Probably it will balance itself with new boats and new fishing enterprises."

4.17. In reply to a question, the representative of the Ministry has stated that, "When a stage comes of better catches and facilities, may be we will have to put this under a commercial organisation or something like that may have to be done. We cannot say anything definite today."

4.18. The Committee note that the Indo-Norwegian Project has been authorised to enter the export field in order to utilise fully the capacity of the ice-cum-freezing plant set up by them at Cochin. They also note that initially it was decided that the processing and freezing should be confined to the catches of the vessels of the Indo-Norwegian Project alone but subsequently they have been authorised to utilise the catches of the vessels of other Central Government institutes located at Cochin and also to purchase fish from local market. The Committee feel that while it is desirable that the capacity of the ice-cum-freezing plant should be fully utilised, entry into the export market by Indo-Norwegian Project, which is devoted mainly to research and training, is outside its objectives. If, however, Government considers it necessary to export the frozen products processed by the Indo-Norwegian Project on a long-term basis the Committee suggest that the desirability of putting such operations under a commercial organisation may be considered.

C. Ice-*cum*- freezing Plant

4.19. It has been stated that the Ice-*cum*-freezing Plant of the Indo-Norwegian Project was established at Ernakulam in November, 1965. The total cost of the plant is Rs. 12,98,200. Norwegian assistance in this is Rs. 8,04,300.

4.20. The production capacity of the ice plant is 25 tonnes of ice per-day. The ice produced is intended both for departmental consumption (*i.e.* used for preserving catches on board the vessels and for prawn processing) and also for selling to the prawn exporters in the private sector, whenever there is a surplus over departmental requirements. Initially the sales will exceed departmental consumption, but as the prawn processing unit gains tempo, the departmental consumption will pick up.

4.21. It has further been stated that the freezing unit is operated in a most hygienic condition and unlike other firms peeling is done in a processing hall within the campus itself under a fly-proof com-

partment with glazed tile flooring and walls. Most upto date imported machinery has been installed. The other fishing industry can also introduce similar peeling sheds, etc. to have more hygienic conditions.

4.22. The intention of setting up this freezing plant is to demonstrate to the other exporters how prawn processing should be done.

4.23. The Committee are glad to note that the Indo-Norwegian Project has set up a modern ice-cum-freezing plant at Cochin. They hope that the plant will serve as a model plant and it will be fully utilised for training-cum-demonstration purposes. For this purpose, representatives from the industry should be invited regularly to see the working of the plant so that similar working methods could be adopted by them.

NEW DELHI;
April 4, 1968
Chaitra 15, 1890 (*Saka*).

P. VENKATASUBHAIAH,
Chairman,
Estimates Committee.

APPENDIX I

(Vide para 1·26 of the Report)

Details of tenures of appointment of Norwegian personnel, etc.

(a) *DIRECTORS*

1.	Diedrich H. Lund	Oct. 1952	Sept. 57
2.	Gerhard M. Gerhardsen	Sept. 1957	April, 58
3.	Trygve Aas (Acting)	April 1958	Feb. 59
4.	Ernest Krogh-Hansen	Feb. 1959	Jan. 61
5.	Lars Onsager	April 1961	Dec. 61
6.	Per Sandven (acting)	Jan. 1962	Feb. 62
7.	John E. Hareide	Feb. 1962	Nov. 63
8.	E. D. Volkmar	Nov. 1963	Sept. 64
9.	Per Sandven	Oct. 1964	Feb. 65
10.	Martin Tveit	March 1965	March 66
11.	E. Fjermeros	Feb. 1966	Continu ing.

(b) *FISHERIES LEADERS*

1.	Magnar O. Kristensen	Aug. 1953	Oct. 53
2.	Anders L. Giske	Dec. 1954	Aug. 55
3.	Thoralf M. Nilsen	Sept. 1955	Dec. 56
4.	G. M. Gerhardsen	March 1957	Sept. 57
5.	Trygve Aas	April 1958	Sept. 59
6.	Kluas Sunnani	Aug. 1959	Sept. 60
7.	Johan E. Haredide	Aug. 1960	Nov. 63
8.	Sivert Rundhaug	Oct. 1964	March 67
9.	Th. Onarheim	May 1967	—

CIVIL ENGINEERS

1.	Allen Jebsen	Feb. 1953	Feb. 56
2.	G. Jyssum	Jan. 1955	April 58
3.	Paul Oldstad	May 1958	July 58
4.	A. Hjelm Hansen	Jan. 1958	Dec. 59
5.	G. Jyssum	Nov. 1959	July 62
6.	P. Norheim	Dec. 1962	Nov. 65

7.	Arne Dahl	April 1966	Feb. 67
8.	A. Hollerud	Oct. 1965	Continuing
9.	Sven Svendsen (Harbour expert)	Aug. 1957	Sept. 57
10.	Mange Bortne	Oct. 1960	May 63
11.	T. H. Breiby	April 1962	July 64
12.	Ove Eide	Nov. 1962	Dec. 62
13.	A. Höllerud	Oct. 1963	Nov. 64
14.	Roald Svee	Oct. 1964	Sept. 65
15.	K. Rogne	Jan. 1957	Continuing

ASSISTANT FISHERIES LEADERS AND FLEET MANAGERS

1.	Svarre Vazgen	March 1953	July 55
2.	A. Szolbakk	Aug. 1955	June 56
3.	A. Nordset	April 1957	Dec. 58
4.	B. Larssen	May 1957	July 61
5.	K. Pettersen	May 1958	May 59
6.	K. Alfsvag	Aug. 59	Aug. 60
7.	I. Letnes	Sept. 60	Aug. 61
8.	O. W. Haaland	March 60	June 62
9.	R. Innvaen	Sept. 61	July 64
10.	B. Andersskog	April 62	Feb. 65
11.	O. Chri. Jenssen	Nov. 65	June 66
12.	K. Larsen	Aug. 64	Sept. 65
13.	Einar Boe	Sept. 64	July 65
14.	T. Klovning	Aug. 65	June 67
15.	Jacob Haug	Aug. 65	Continuing
16.	I. Molnes	Aug. 65	June 67
17.	S. Saetre	July 66	July 67
18.	R. Erstad	April 56	Oct. 58
19.	A. Moldskred	June 62	May 63
20.	P. K. Eilefsen	July 67	Continuing
21.	Lars Fjell	March 57	Feb. 58
22.	K. Pattersen	May 58	May 59
23.	K. Alfsvag	Aug. 59	Aug. 60
24.	I. Letnes	Sept. 60	Aug. 61

BOAT BUILDERS AND NAVAL ARCHITECTS

1.	O. Bratholman	Nov. 53	Jan. 60
2.	E. Stenodegaard	March 60	Aug. 62
3.	J. Matre	Feb. 63	Jan. 65

4.	P. Ziener	June 65 March 66 June 67	Dec. 65 Jan. 67 Continuing

MANAGER

1.	P. Bog	March 53	April 55
2.	P. Sandven	May 55	Aug. 55
3.	J. B. Vennerd	Nov. 55	July 57
4.	G. Steinshamn	March 57	June 58
5.	J. B. Fossbakk	June 58	Aug. 61
6.	J. Meisfjord.	Oct. 61	Aug. 64
7.	L. F. Onarheim	July 64	July 65
8.	S. Kir	June 65	June 66
9.	O. H. Holthe	June 66	May 67
10.	B. Aabakken	May 67	Continuing

MECHANICAL ENGINEER

1.	J. M. Claesonn	Nov. 53	Aug. 55
2.	I. M. Johansen	Aug. 55	Nov. 58
3.	A. Andersen	Oct. 58 Sept. 60	June 59 Aug. 63
4.	O. Halvorsen	March 64	Continuing

SKIPPERS MASTER FISHERMEN

1.	A. Abrahamsen	Nov. 53	July 59
2.	K. Otterlie	Nov. 53	June 54
3.	T. Torbergsen	Jan. 55	Aug. 55
4.	A. Hallen	Jan. 55	Aug. 55
5.	N. Rossevold	Jan. 55	Aug. 55
6.	E. Hatlen	Jan. 55	Aug. 55
7.	H. Harvik	Jan. 55	Aug. 55
8.	E. Slinning	Jan. 55	Aug. 55
9.	L. Larsen	Jan. 55	Aug. 55
10.	I. Smaage	Jan. 55	Aug. 55
11.	J. Giske	Jan. 55	Aug. 55
12.	A. Skarlo	Jan. 55	Aug. 55
13.	K. Saether	Jan. 55	Aug. 55
14.	H. Saevik	Jan. 55	Aug. 55
15.	R. Myklebust	Jan. 55	Sept. 59
16.	H. Otterlie	Jan. 55	Sept. 57
17.	R. Dyrnes	Aug. 55	July 59
18.	S. Sorensen	Sept. 55	Dec. 55

19.	G. Log	Sept. 55	Oct. 58
		Jan. 59	Mar. 61
20.	Abraham Abrahamasen	Sept. 55	June 58
21.	J. Gjertsen	Sept. 55	July 57
22.	T.O. Uaegen	Sept. 55	July 56
23.	Kjell S. Long	Sept. 55	Feb. 56
		Dec. 59	Feb. 61
24.	H. Hansen	Sept. 55	Sept. 57
25.	B. Hansen	Aug. 56	June 57
26.	G. Olsen	June 56	June 57
27.	T. Asgeirnilsen	July 56	Sept. 57
28.	A. Christensen	Aug. 56	Aug. 57
29.	K. Karlsen	Oct. 56	Aug. 57
30.	J. Syvertsen	Oct. 56	May 60
31.	H. Vollesfjord	Oct. 56	May 59
32.	Lars Vidirg	March 57	Dec. 57
33.	B. Saestad	March 57	April 58
34.	J. Wikre	March 57	April 58
35.	I. Pedersen	Oct. 57	March 58
36.	S. Lofnes	Sept. 58	Sept. 59
37.	B. Storkersen	May 59	May 62
		July 66	Continuing
38.	P. Strm	May 59	April 61
39.	E. Vea	May 59	July 61
40.	K. Einarsen	Sept. 59	May 63
41.	T. Jacobsen	Oct. 60	Nov. 61
42.	S. Sund	Aug. 60	May 62
43.	S. Klevstad	March 61	May 62
44.	Kare Larsen	Nov. 61	Sept. 65
45.	S. Andreassen	Oct. 61	May 63
46.	J. Arntsen	April 62	July 62
47.	H. Olsen	April 62	Oct. 63
48.	P. Storkersen	Aug. 62	Aug. 64
49.	K.K. Golten	Aug. 62	May 66
50.	V. Andreassen	May 63	April 66
51.	S.M. Saetre	July 63	July 67
52.	H. Ved	Nov. 62	Oct. 64
53.	D. Kristoffersen	Nov. 63	March 65
54.	I. Dale	Oct. 64	May 66
55.	B. Hagen	Oct. 64	March 67
56.	O. Saevik	Aug. 64	June 67

57.	P. Fjeldstad	Aug. 65	July 66
58.	I. Fjeldstad	Jan. 66	Nov. 67
59.	P. Ellefsen	Sept. 66	July 67
60.	S. Eilertsen	Sept. 66	Sept. 67
61.	J. Fryen	Sept. 66	Continuing
62.	I. Haga	Sept. 66	July 67
63.	H. Kristensen	Sept. 66	Continuing
64.	K.H. Bakke	July 67	Continuing
65.	I. Remy	Oct. 67	Continuing

STENOGRAPHER

1.	J. J Berge	Oct. 56	April 57
2.	I. Steinassen	May 57	March 58
3.	H. Berge	April 58	May 59
4.	B. I. Back	May 59	April 62
		May 64	Aug. 66
5.	E. Strmsheim	April 62	Aug. 64
6.	T. Blikberg	Aug. 66	Dec. 67

MARINE ENGINEERS FOR FISHING VESSELS

1.	John Haaland	March 57	Aug. 60
2.	Bernhard Behrne	Oct. 60	Oct. 67
3.	Hans Huft-Hammer	Nov. 61	March 62
4.	Tormod Olsen	Nov. 61	Oct. 62
5.	Nils Saetre	Nov. 62	May 64
6.	Olav Boge	Nov. 64	Aug. 65
7.	H. Henriksen	July 65	Dec. 67
8.	K. Torge	Sept. 66	Continuing
9.	J. Wang	Sept. 66	Continuing
10.	B. Klovning	Sept. 66	Continuing

SECRETARIES

1.	R. Nomme	May 65	March 67
2.	O.J. Lvhaug	April 62	June 65
3.	L. Kvenild	May 67	Continuing
4.	E.W. Nilsen	April 55	March 58
5.	A. Moldsdkred	April 58	Oct. 61
6.	T.H. Horsten	April 58	March 60
7.	H. Eide	March 60	April 63
8.	O. Berget	Jan. 64	June 65
9.	L. Thorstensen	Aug. 65	June 66
10.	O. Steine	June 66	Continuing

MARINEIOLOGIST OR OCEONOGRAPHER

1.	P. Myrland	March 57	April 58
		Nov. 61	May 63
2.	O. J. Osjvedt	Oct. 58	May 59
3.	J. H. Lahn-Johannessen	Aug. 66	Continuing

REFRIGERATION ENGINEERS

1.	Ingar Iredriksen	June 56	Nov. 57
2.	J. H. Foss	Jan. 65	May 66
3.	A. Buas Hansen	July 66	Continuing
4.	H. Obrestad	July 66	Sept. 67
5.	K. Simonsan	Sept. 66	Continuing
6.	O. Verland	Oct. 67	

GEAR EXPERT

1.	Rasmus Mruissen	Feb. 58	July 58
2.	H. Mong	Dec. 59	Aug. 62
3.	B. Pedersen	Oct. 65	Continuing

DREDGING TECHNICIAN CRANE OPERATOR

1.	Alf Johnasen	July 63	Nov. 65
2.	N. Linnquist	Feb. 66	Continuing

ELECTRONIC EXPERT

1.	Tor Tuv	Jan. 58	May 59

INSTRUCTOR ON BEACHLANDING

1.	Borge Christensen	May 58	May 59

EXPERT TO ASSIST THE MANNING OF C. I. F. O.

1.	Tambs Lyche	Feb. 62	April 62

MECHANICS

1.	T. S. Soteland	1-11-65	Nov. 66
2.	O. Hansen	Oct. 66	Continuing
3.	A. Pedersen	Nov. 66	Continuing
4.	L. Andersen	Oct. 66	Continuing

EFFICIENCY EXPERTS

1.	A. Faengsrud	March 57	Nov. 57
2.	J. W. Rogeberg	March 57	Nov. 57

DIVERS

1.	Gundersen	July 67	Continuing
2.	Gjeruldsen	July 67	Continuing
3.	Lseth	July 67	Continuing
4.	Lunden	July 67	Continuing

DOCTORS

1.	H. Lid	Sept. 53	March 55
2.	C. Schreiner	Feb. 55	Sept. 56
3.	S. Sandmow	Aug. 56	Aug. 57
4.	L. Barstad	July 57	June 58
5.	T. Skillestad	June 58	July 8
6.	O. Sverre	Jan. 59	Jan. 60
7.	J. Solem	Jan. 60	Nov. 60
8.	K. Nybo	Oct. 60	Nov. 61
9.	H. H. Tjn	June 62	April 63
10.	R. Begbom	April 63	—
11.	E. J. Borle	Jan. 63	—

NURSES

1.	A. Baasen	Sept. 53	March 55
2.	K. Falck	April 55 Jan. 59 March 63	June 57 Oct. 60
3.	G. Saetre	Jan. 57	June 58
4.	D. Borte	—	Dec. 61
5.	I. Littlekalsy	Jan. 62	April 63
6.	Miss K. L. Moe	April 63	—

BACTERIOLOGIST

1.	H. Chr. Ness	Feb. 61	March 62
2.	I. Dalseth	Oct. 62	—

LABORATORY TECHNICIAN

1.	E. Sverdrup	Feb. 61	April 61
2.	R. Mossin	Aug. 61	Oct. 62
3.	Mrs. H. K. Dalseth	Oct. 62	—

APPENDIX II

Summary of the Recommendations/Conclusions contained in the Report

S. No.	Reference to Para No. of the Report	Summary of Recommendations Conclusions
(1)	(2)	(3)
1.	1.11	The Committee note the objectives laid down in the various Agreements signed by the United Nations, Government of India and Government of Norway for the development of India's fisheries.
2.	1.12	The Committee appreciate the pioneering work and efforts made by the Indo-Norwegian Project in India by providing material, equipment and expert knowledge for intensive development of fisheries, facilities for training and experimental and exploratory fishing etc. The Committee agree that the most important achievement of the Project is the catalytic effect it has had on the development of the marine fisheries along the South-West coast of India.
3.	1.13	Since two of the objectives of the Project were (i) an improvement in the health and sanitary conditions of the fishermen and (ii) in general, a higher standard of living for the community in the project area, the Committee consider, it would have been desirable to set apart specific sums for improvement of housing conditions, drinking water, education, transport, etc. of the fishermen of the area so as to bring about an improvement in their social and economic condition.
4.	1.14	The Committee suggest that a detailed study may be undertaken by the Ministry with a view to see to what extent the objectives laid down in various Agreements have been achieved and the impact of the working of the Indo-Norwegian Project on the development of India's fisheries.

(1)	(2)	(3)
5.	1.29	The Committee note the organisational set-up of the Indo-Norwegian Project. They further note that during the last 15 years of the life of the Project, there have been as many as 11 Directors from the Norwegian side and that there have been frequent changes in other Norwegian technical personnel. The Committee need hardly point out that frequent changes in the technical personnel, and especially of the Director, have a deleterious effect on the smooth and efficient functioning of an institution. The Committee trust that suitable measures will be taken to remedy the situation.
6.	1.30	The Committee further feel that there is need for the Norwegian Director and the Indian Director to work in close cooperation so as to ensure smooth administration of the Project. Close liaison and co-ordination between the Centre and the concerned States has also to be maintained for the purpose.
7.	1.31	The Committee suggest that the Indian technical personnel should be progressively associated with their Norwegian counterparts so as to enable them to take over the administration and operation of the Project after the termination of the present arrangements.
8.	1.39	The Committee do not feel convinced by the reasons advanced by the Government for the heavy shortfalls in the expenditure incurred by the Indo-Norwegian Project in 1964-65 and 1965-66. They would stress that the programmes of the Project, for which budget provisions have been made, should be executed with a sense of urgency, unless there are circumstances which are beyond the control of the Project Authorities.
9.	1.40	The Committee note that about a third of the expenditure from Norwegian side has been incurred on the salaries and allowances of the Norwegians since the inception of the Indo-Norwegian Project. In the opinion of the Committee, more expenditure should have been incurred on items such as, craft and gear.

(1)	(2)	(3)
		equipment and other machinery and other development schemes. The Committee suggest that necessary corrective steps may be taken in this behalf.
10.	1.43	The Committee feel that there is a need for a regular evaluation of the work of the Indo-Norwegian Project to ensure that the results are commensurate with the expenditure involved.
11.	2.7	The Committee note some of the research activities undertaken by the Indo-Norwegian Project. They would stress the desirability of fostering close liaison and coordination between the Project, Central Marine Fisheries Research Institute and Deep Sea Fishing Organisation as well as other Central and State Research Institutes to avoid any inadvertent duplication and overlapping. The Committee would also stress that the Project should strive to establish close links with the fishery industry so that the industry could exploit the results achieved by the Project.
12.	2.8	The Committee hope that 'purse-seining' survey of the tuna fishery will be undertaken at the earliest possible opportunity so that India could also exploit this important species of fish which is now being exploited by Japan and USSR in the Indian Ocean.
13.	2.22	The Committee note the present position of the vessels received so far by the Indo-Norwegian Project under various Agreements. They are, however, unhappy to observe that performance of some of these vessels has not been very satisfactory and the repairs costs on them have been quite heavy. In the opinion of the Committee, it should have been possible for the Government to make some sort of arrangement with the Norwegian authorities to check up the suitability or otherwise of these vessels in the Indian climatic conditions. This would have resulted in the saving of three wooden vessels which had to be decommissioned as soon as they arrived here owing to dry rot. In the opinion of the Committee, while importing equipment

(1)	(2)	(3)
		for fisheries development, better knowledge of local climatic and other conditions of the Indian authorities should be utilised to avoid such cases.
14.	2.23	The Committee are unhappy to note that some of the Project's vessels have not been adequately and properly manned, with the result that the fishing operations have been adversely affected. The Committee would stress the need for accelerating the training programmes in the Indo-Norwegian Project as well as in the Central Institute of Fisheries Operatives so that there may not be any dearth of certified bosuns for the Project's fishing vessels. The Committee, however, note with satisfaction that it is proposed to improve the manning and operation of the Project's vessels and to commercialise the operation of the vessels by giving proper incentives to the crew. The Committee also stress the desirability of keeping the repairs costs to the barest minimum. They also hope that shortcomings noted in the performance of these vessels will be removed as early as possible. So far as the pay-scales and incentives to the floating staff is concerned, the Committee would like to draw the attention of the Government to the recommendation contained in para 3.7 of their Fortieth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—(i) Deep Sea Fishing Organisation, Bombay; and (ii) Landing and Berthing Facilities.
15.	2.31	The Committee commend the efforts made by the Indo-Norwegian Project in introducing the mechanised fishing boats. The Committee have already stressed the necessity of reducing the cost of the mechanised fishing boats, so that the poor fishermen could afford to purchase them and take advantage therefrom, in para 2.23 of their Thirty-Eighth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Technology, Ernakulam. They

(1)	(2)	(3)
		expect that the Indo-Norwegian Project would also take concerted steps in this direction.
16.	2.32	The Committee would stress the imperative need for close liaison and coordination between the Indo-Norwegian Project and the Central Institute of Fisheries Technology so far as the design of the fishing boats to be manufactured by the Project authorities is concerned. They would like the Project authorities to examine the feasibility of using the design of the mechanised fishing boats evolved by the Central Institute of Fisheries Technology, which is liked by the fishermen, for construction of mechanised fishing boats in future.
17.	2.33	The Committee desire that the feasibility of undertaking manufacture of marine diesel engines in in India on the basis of the design of the engines which are now being imported from Norway, may be considered in case such engines have proved better than the indigenously manufactured ones.
18.	2.40	The Committee are glad to note the development activities undertaken by the Indo-Norwegian Project at Cochin/Ernakulam, Mandapam, Cannanore and Karwar. They hope that the construction of the slipway at Cochin and Jetty at Mandapam will be completed as early as possible. They also hope that other items of work carried over from the Third Supplementary Agreement to the Fourth Supplementary Agreement will be completed without further delay.
19.	3.10	The Committee are glad to note that the training programme launched by the Indo-Norwegian Project is being executed in close collaboration with the Central Institute of Fisheries Operatives and the concerned State Governments. They suggest that the overall requirements of the industry, various Research Institutes, etc. may be kept in view so that the facilities available for training in the Project could be suitably augmented. In this connection, the Committee would like to draw

(1)	(2)	(3)
		the attention of the Government to the recommendation contained in para 2.19 of their Forty-First Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Operatives, Ernakulam.
20.	3.11	The Committee hope that the contemplated courses of training for processing technicians, freezing plant mechanics, etc. will be started by the Project as early as possible.
21.	3.15	The Committee feel that adequate publicity and demonstrations can go a long way in bringing home in a visual form the results achieved by the Project to the users. They suggest that the feasibility of bringing out Bulletins, News letters, etc. and articles in various Fisheries Journals on the working of the Project may be considered. They also desire that demonstrations on improved methods of catching, processing, cleaning of the premises, etc. may be arranged by the Project for the benefit of the fishermen and industry.
22.	4.3	The Committee are glad to note that modern distribution and marketing centres for sale of fish have been established by the Indo-Norwegian Project at Alwaye and the Project's premises at Cochin. They also note that the Project intends to start such centres at Ernakulam and Bangalore as well. The Committee would like the Project Authorities to draw up a plan for opening such centres at various places in a phased manner. The Committee would also suggest that the economics of such centres should be worked out so as to ensure that they do not incur any losses. It would be better if these centres are run on no-profit no-loss basis.
23.	4.18	The Committee note that the Indo-Norwegian Project has been authorised to enter the export field in order to utilise fully the capacity of the ice-*cum*-freezing plant set up by them at Cochin. They also note that initially it was decided that the processing

(1)	(2)	(3)
		and freezing should be confined to the catches of the vessels of the Indo-Norwegian Project alone but subsequently they have been authorised to utilise the catches of the vessels of other Central Government institutes located at Cochin and also to purchase fish from local market. The Committee feel that while it is desirable that the capacity of the ice-*cum*-freezing plant should be fully utilised, entry into the export market by Indo-Norwegian Project, which is devoted mainly to research and training, is outside its objectives. If, however, Government considers it necessary to export the frozen products processed by the Indo-Norwegian Project on a long-term basis, the Committee suggest that the desirability of putting such operations under a commercial organisation may be considered.
24.	4.23	The Committee are glad to note that the Indo-Norwegian Project has set up a modern ice-*cum*-freezing plant at Cochin. They hope that the plant will serve as a model plant and it will be fully utilised for training-*cum*-demonstration purposes. For this purpose, representatives from the industry should be invited regularly to see the working of the plant so that similar working methods could be adopted by them.

APPENDIX III

(*Vide* Introduction)

Analysis of Recommendations/Conclusions contained in the Report

I. Classification of Recommendations

A. Recommendations for improving the Organisation and working:

Serial Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 12, 15, 16, 17, 18, 19, 20, 21, 23 and 24.

B. Recommendations for effecting economy:

Serial Nos. 10, 11, 13, 14 and 22.

II. Analysis of the Recommendations directed towards Economy

S. No.	S. No. as per summary of recommendation (Appendix II)	Particulars
(1)	(2)	(3)
1.	10	There is a need for regular evaluation of the work of the Indo-Norwegian Project to ensure that the results are commensurate with the expenditure involved.
2.	11	Close liaison and coordination between the Project, Central Marine Fisheries Research Institute and Deep Sea Fishing Organisation as well as other Central and State Institutes should be maintained to avoid any inadvertent duplication and overlapping.
3.	13	It should have been possible for the Government to make some sort of arrangement with the Norwegian Authorities to check up the suitability or otherwise of the vessels received from Norway in the Indian climatic

(1)	(2)	(3)
		condition. This would have resulted in the saving of three wooden vessels which had to be decommissioned as soon as they arrived in India owing to dry rot.
4.	14	The repairs costs being incurred on the vessels of the Indo-Norwegian Project should be kept to the barest minimum.
5.	22	The economics of the marketing centres established by the Indo-Norwegian Project at Alwaye and Project's premises should be worked out so as to ensure that they do not incur any losses.

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33.	Bookwell, 4, Sant Narankari Colony, Kingsway Camp, Delhi-9.	96
	MANIPUR	
34.	Shri N. Chaoba Singh, News Agent, Ramlal Paul High School Annex, Imphal.	77
	AGENTS IN FOREIGN COUNTRIES	
35.	The Secretary, Establishment Department, The High Commission of India, India House, Aldwych, LONDON, W.C.—2.	

(1)	(2)	(3)
		condition. This would have resulted in the saving of three wooden vessels which had to be decommissioned as soon as they arrived in India owing to dry rot.
4.	14	The repairs costs being incurred on the vessels of the Indo-Norwegian Project should be kept to the barest minimum.
5.	22	The economics of the marketing centres established by the Indo-Norwegian Project at Alwaye and Project's premises should be worked out so as to ensure that they do not incur any losses.

E.C. No. 536

ESTIMATES COMMITTEE
(1967-68)

FORTY-THIRD REPORT

(FOURTH LOK SABHA)

MINISTRY OF FOOD, AGRICULTURE, COMMUNITY DEVELOPMENT AND COOPERATION

(DEPARTMENT OF AGRICULTURE)

Fisheries Development

LOK SABHA SECRETARIAT
NEW DELHI

April, 1968/*Chaitra*, 1890 (*Saka*)

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TO

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Page 2, para 1.7, line 8, for 'for' read 'far'

Page 4, para 1.15, line 1, for 'an' read 'on'

Page 15, line 33, insert 'of' after 'shortfall'

Page 15, line 33, delete 'of' after 'lakhs'

Page 23, para 2.29, line 4 and 5, in column 3, for 'Pre-investment U.S. $ 694.400' read 'Pre-investment Survey of'

Page 23, para 2.29, line 4 and 5, in column 4, for 'Survey of' read '$ 694.400'

Page 23, para 2.29, line 6, for 'Central Institute U.S. $ 426.814' read 'Central Institute of Fisheries'

(p.t.o.)

F. Packaging, Labelling etc. . . . . .

CHAPTER—VI : FISHERY INDUSTRY AND FISHERIES COOPERATIVES

A. Integrated Development . . . . . .

B. Ancillary Equipment . . . . . .

C. Frozen Storages, Ice Plants and Water Facilities . .

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Page 45, para 4.47, line 7, for 'rgulations' read 'regulations'
Page 45, para 4.48, last line, for 'on' read 'or'
Page 48, para 5.8, line 2, for 'of' read 'on'
Page 51, para 5.18, line 3, for 'of' read 'off'
Page 51, para 5.19, line 4, for 'Honk' read 'Hong'
Page 53, para 5.26, line 12, for 'conerence' read 'conference'
Page 56, para 5.32, line 4, delete 'preferential and'
Page 63, para 6.17, line 5, for 'frogen' read 'frozen'
Page 81, para 6.67, line 4, insert 'and' after 'in'
Page 88, line 30, for 'edditional' read 'additional'
Page 89, line 2, for 'arived' read 'arrived'
Page 89, para 7.17, line 5, for 'begies' read 'bogies'

(p.t.o.)

PAGE

(iii)

(v)

C. Loss of Markets in Eastern Countries . . . 1

D. Indiscriminate Growth of Exporters . . . 4

E. Shipping Space 7

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Page 89, para 7.17, line 7, for 'alow' read 'allow'
Page 90, para 7.19, line 4, for 'priorty' read 'priority'
Page 97, line 3, for 'iteself' read 'itself'
Page 106, line 3, for 'Punjanb' read 'Punjab'
Page 117, S.No.28, line 4, for 'and' read 'on'
Page 118, line 3, for 'in' read 'to'
Page 118, S.No.32, line 6, delete 'preferential and'
Page 121, S.No.41, line 14, for 'seting' read 'setting'
Page 122, line 2, insert 'Rs.' after 'about'
Page 123, S.No.49, line 19, insert 'that' after 'consider'
Page 130, S.No.1, line 2, for 'ensure' read 'conserve'

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(1967-68)

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INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Forty-Third Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Fisheries Development.

2. The Committee took evidence of the representatives of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) on the 25th November, 1967. The Committee wish to express their thanks to the Secretary, Joint Secretary, Joint Commissioner (Fishery) and other officers of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture), for placing before them the material and information they wanted in connection with the examination of the estimates.

3. They also wish to express their thanks to Shri Kurwath Damodaran, Vice-Chairman of the Marine Products Export Promotion Council, Ernakulam; Shri R. Madhavan Nayar, Ex-President, Seafood Canners' and Freezers' Association of India, Cochin, and Dr. N. K. Panikkar, Director, National Institute of Oceanography, Council of Scientific and Industrial Research, New Delhi for giving evidence and making valuable suggestions to the Committee.

4. The Committee also wish to thank Shri T. Muthu-Kannappan, Member, Central Board of Fisheries; Dr. S. B. Setna, Managing Director, New India Fisheries Ltd., Bombay and Kerala Fisheries Corporation Ltd., Ernakulam for furnishing Memoranda to the Committee.

5. The Report was considered and adopted by the Committee on the 25th March, 1968.

6. A statement showing the analysis of recommendations contained in the Report is also appended to the Report (Appendix V).

NEW DELHI;
April 2, 1968.
Chaitra 13, 1890 (*Saka*).

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

CHAPTER I

ADMINISTRATION

A. Fisheries Division in the Ministry

1.1. The Fisheries Division in the Department of Agriculture is under the overall charge of a Joint Secretary, assisted by the Fisheries Development Adviser and the other technical officers. An Under Secretary has also been provided in the Division for administrative work relating to the various Institutes under the Fisheries Division. The set up at the Centre is as under:—

> "Under the Fisheries Development Adviser, there is a Deputy Fisheries Development Officer, one Assistant Fisheries Development Adviser along with three Deputy Directors—Deputy Director (Fisheries Trade), Deputy Director (Refrigeration) and Deputy Director (Statistics). For implementing the harbour schemes, an Assistant Director (Harbours) has been provided. These officers provide the necessary technical assistance to the Fisheries Development Adviser with regard to technical work in the various fields."

1.2. The Working Group on Fourth Five Year Plan for Fisheries observed that the present administrative set-up for Fisheries needed considerable expansion and strengthening. The Working Group were of the opinion that the Fisheries Division should also be strengthened by the addition of the following Units:—

(i) Statistical Organisation.

(ii) Special Organisation for Harbour Development.

(iii) Directorate of Extension with panel of Specialists.

(iv) Directorate of Fish Marketing.

(v) Special Wing for development of commercial Corporations.

1.3. It has been stated by the Ministry that when the whole Department of Agriculture was reorganised with a view to achieve the maximum utilisation of personnel and agencies of the Department in the task of implementing the agricultural production programmes with a sense of urgency, the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture) took the opportunity of reorganising the Fisheries Division. The Fisheries Division is now under the

overall charge of a Joint Secretary assisted by Joint Commissioner (Fisheries) and is concerned at the departmental level with policies and programmes on Fisheries development, fish engineering, processing and preservation, fisheries education and fish trade. There are two Branches dealing with technical work and a Statistical Cell in this Wing which is headed by the Joint Commissioner (Fisheries). A chart indicating the administrative set up of the Fisheries Wing in the Department of Agriculture is given in the Appendix I.

1.4. During evidence, the representative of the Ministry has stated that after the Working Group made its recommendations, the organisation of the Division was reviewed along with the review of the various Divisions in the Ministry of Food, Agriculture, Community Development and Co-operation and as a result of this review it was decided that the pattern of Division should be changed and certain radical changes were also suggested and adopted in respect of the method of working. Illustrating his point the representative of the Ministry has stated that previously the position was that the administrative and technical wings were practically compartmentalised in the sense that the technical officers were serving as advisory officers and the formulation and execution of schemes was left entirely to the administrative wing. Now the cardinal feature of this reorganisation is that the two wings are integrated and technical officers are given functions both in respect of formulation of schemes and of implementation. In order to emphasise the change which has been made in the organisational structure, the Ministry have even changed the designation of the technical officers.

1.5. A separate Wing has been set up for Education which will look after the Central Institute of Fisheries Education, Bombay and Central Institute of Fisheries Operations, Cochin. Other training institutes which the Ministry may have to set up in the States will be looked after by the Fisheries Education Division.

1.6. The Committee have been informed during evidence that in the organisational set-up the Ministry have axed a number of posts of Clerks, Assistants, even Section Officers giving each technical officer a Stenographer instead of giving a Clerk, Assistant or a Section Officer.

1.7. It has further been stated in a written note that the emphasis in the re-organisation of the Fisheries Division was on the following:

(i) Assignment to technical officers of the responsibilities for planning, implementation and supervision of programmes in addition to their advisory functions.

(ii) Redistribution of subjects and responsibility so as to make the assignment of every officer and unit compact and specific as for as possible.

(iii) Introduction of an officer oriented system for the disposal of technical matters whereby such cases will be directly handled by the officers concerned with full Stenographer system and with such help from technical assistants as may be necessary.

(iv) Introduction of procedure and machinery for closer and continuous contact between the Centre and the States in implementation of agricultural plan schemes.

1.8. In the course of evidence the Committee enquired whether it was ensured that Senior Administrative Officers dealing with Fisheries in the Ministry were not frequently transferred so that direction and formulation of policies were not hampered or changed frequently. It has been stated by the representative of the Ministry that it had so happened that the Joint Secretary in the Ministry in-charge of the Fisheries Wing was transferred frequently in the past.

Fisheries Administration in States

1.9. The Committee desired to have the observations of the Ministry on the Fisheries Administration in the various States especially Madras, Kerala, Mysore and Maharashtra. In a written note submitted to the Committee it has been stated that an appraisal of the Third Plan has shown that insufficient organisation in the Directorate of Fisheries has been responsible, to a great extent, for the shortfall in the expenditure and it was recommended that each State Directorate should have the following:

(1) Subject matters specialists particularly in survey and designing of fish farms, pisciculture technique, craft and gear and fisheries economics.

(2) An extension wing.

(3) The construction wing with necessary eingineering staff to take up the construction of fish farms.

1.10. It has also been stated that the Fisheries Administration in the States of Madras, Kerala, Mysore and Maharashtra with independent departments for fisheries is considered adequate.

1.11. The Committee feel that having regard to the scale of development envisaged, the importance of increasing indigenous consumption of fish, the stakes involved in the development programme from the angle of foreign exchange earnings, the potentialities of increasing the earning capacity of millions of fishermen throughout the country and thereby making a

considerable impact on national income and rural prosperity, the increased employment potential and the need for the reorganisation of financial, technical, industrial and marketing resources, it is essential to provide a coordinated direction of the entire programme from the Centre. It is also essential that quick decisions are followed by implementation and utilisation of available resources and that the entire organisational and administrative set-up is geared to this pressing need. Viewed from this angle, the Committee welcome the reorganisation of the Fisheries Division of the Ministry. They hope it would now be possible for the Ministry to formulate and execute schemes with greater expedition than heretofore. They also hope that the Fisheries Division of the Ministry would serve as a model for the States to emulate. The Committee would however like to emphasise that fisheries science being highly technical, some degree of expertise is called for. It is necessary that the Senior Administrative Officers, who are required to direct and formulate policies, should remain in the Fisheries Wing for a certain number of years and are not frequently transferred.

1.12. The Committee feel that developmental work has to move in step with research, which aspect is now being looked after by the Indian Council of Agricultural Research. They cannot over-emphasise the importance of maintaining a close liaison with the Council so that research and development work may progress in unison. The Committee hope that the Ministry will keep a continuous watch over the functioning of the Fisheries Division and assess its working periodically in terms of results achieved.

1.13. The Committee feel unhappy to note that during the Third Plan period insufficient organisation in the Directorate of Fisheries has been responsible to a great extent for the shortfall in the expenditure. This has been admitted by the Ministry themselves. The Committee hope that the Ministry will persuade the State Governments concerned to implement the recommendations for the reorganization of the State Directorates at an early date.

B. Central Board of Fisheries

1.14. In pursuance of the recommendations of the All India Fisheries Conference held at Madras in September, 1956. the Government of India set up the Central Board of Fisheries on the 1st April, 1958 for the purpose of integration and coordination of fisheries research and development activities in the country. The Government of India (Ministry of Food and Agriculture—Department of Agriculture) Resolution No. F.12.24/57-FY(D) dated the 1st April, 1958 setting up the Board is given in Appendix II.

1.15. The Board periodically meets to discuss an national level problems connected with various aspects of fisheries research and development.

It recommends suitable measures for adoption to effect better coordination of fishery activities between the Centre, States and various other organisations and suggests ways and means of implementing the various programmes of development and research on fisheries, having over-all effect among others on the programme of development plans for Centre and States in respect of National Plan, etc. The Board has a Standing Committee to conduct the preliminary work, to watch the progress made on the recommendations of the Board and to report the results to the Board.

1.16. It has been stated by an expert on Fisheries during the course of evidence that the Board has served a very useful purpose in highlighting the difficulties of the fishing industry and should continue as it can have a good part to play in policy making. He has further stated that "an interesting point is that the real problems facing the industry have been diagnosed and have been discussed during the first and second meetings of the Board and there is comparatively little new material which has come as a result of the subsequent meetings. This is an obvious indication that the difficulties diagnosed as early as 1958—60 have still not been sufficiently solved. The usual tussle between the points of view of the Ministries of Food & Agriculture and the Finance have continued and even obvious ameliorative recommendations like tax relief on diesel oil for fishing have not been implemented."

1.17. Asked whether the Board has remained an ineffective body as any of the recommendations made by it from time to time have not been implemented and the Board has no power to get its recommendations implemented, the representative of the Ministry has stated during evidence that the Board as at present is an advisory body. But being well represented it should be in a position to tackle the problems. He has added that any other Body similarly constituted can be effective or ineffective in accordance with the fact how it works. The representative of the Ministry has further stated that:

> "Fisheries is mainly in the State Sector. Any Body to be effective must have the executive authority which vests in the State or in the Centre to carry through its things without any hitch; otherwise it has to go through the usual formalities of State and Central executive authority..... We have to work within the four corners of the Constitution and with the constitutional checks and balances and find out ways and means of improving the process and methods of quick decision..... Our present thinking is that we should make the Central Board of Fisheries effective by bringing the problem before the Board where there is quite a lot of representative membership. As you know, some important

problems have been brought in and also various recommendations have been accepted by the Government—even on matters of taxation. Various recommendations of the Board have been accepted and an attempt is being made to make this body effective. Our submission at present would be that the Administrative Reforms Commission is also going into these matters.

We would also like to have their views on the subject before we take any steps to either modify the Central Board of Fisheries or give it more statutory powers. That is our present view on the subject."

1.18. The Committee wanted to know whether it would not be desirable to constitute a smaller body in place of the present Central Board of Fisheries, which appeared to be the Committee to be rather unwieldy so that the problems could be discussed more thoroughly and effective follow-up action taken. The representative of the Ministry has stated in evidence:

"This is a very valuable suggestion. In fact in the Development Councils, we have done a similar thing. We have got committees—what you may call the technical sub-committees of the Council—which go into all the details of the programmes and suggestions, and then all that goes up to the main Council. We can similarly identify the sectors here and have technical committees where we can get all the interests involved in a small compact body. We do not foresee any difficulty on the States side. They are co-operating in all these bodies. I think we would accede to the suggestion and follow it up."

1.19. The Committee note that the Ministry are conscious of the need of making the Central Board of Fisheries an effective body for the purpose of coordination of fisheries research and development activities in the country. The Committee feel that the Board, as constituted, is an unwieldy body for which it is difficult to make a thorough and technical examination of a problem. The Committee feel that the diverse and complex problems of fisheries cannot be tackled adequately by the Board which meets only for one or two days in a year. They also feel that the follow-up action taken by the Ministry on the resolutions adopted by the Board is not adequate. The Committee, would, therefore, suggest that steps may be taken to reconstitute the Central Board of Fisheries with separate technical committees under its aegis consisting of representatives of the industry, exporters as well as Central and State Government Departments dealing with fisheries. The Committee also suggest that suitable measures may be

devised for the effective implementation of the recommendations made by the Board.

C. Inter-Ministry Coordination

1.20. The Committee desired to know what coordination is being maintained by the Department of Agriculture at the Central level regarding Fisheries with the Ministries of Commerce, Industry etc. and whether the present allocation of functions to different ministries does not hamper integrated approach to the problem and cause delay and difficulties. The Ministry has stated in a written note to the Committee that—

"Coordination, as between different Departments, in regard to policy issued is effected through Committees at various levels. The Committee of Economic Secretaries is one such Committee. *Ad hoc* inter-Ministerial committees at the Joint Secretaries level are also frequently convened for the purpose of sorting out issues in respect of which several Departments are concerned. Inter-departmental meetings mainly involve the Ministry of Industry, the Department of Economic Affairs, Department of Expenditure and the Ministry of Commerce.

Practically all aspects of departmental activity relating to fisheries are within the purview of the Ministry of Food and Agriculture. Certain functions such as those relating to export of fish and fish products fall within the purview of the Ministry of Commerce so far as regulation and export promotion are concerned. There is necessarily some overlap between functions relating to production, processing and distribution and those relating to the various aspects of export. Problems relating to the group of functions are however sufficiently well-defined to permit of independent handling. Similarly there are several industries such as the boat-building industry, the net-making industry and the marine diesel engine industry which are ancillary to the fishing industry. The regulation of these industries is governed by principles evolved by the Ministry of Industry within the frame-work of national industrial policies The manufacture of equipment etc. for the fishing industry is, in most cases only a part of the total coverage of these industries. The Department of Agriculture is consulted by the Department of Industry in regard to matters specifically pertaining to the requirements of the fishing industry. The role of the Finance Ministry in relation to fisheries schemes is on the pattern gene-

rally applicable in the Central Government in respect of budgetary and expenditure control over the various Departments. The fact that certain functions which have a direct bearing on the development of fisheries is exercised by Departments other than that of Food and Agriculture necessarily tends to delay the finalisation of programmes as well as of execution. Under the existing pattern of allocation of functions this cannot be avoided altogether. Different approaches and points of view naturally exist and these have to be reconciled and programmes finalised on a coordinated basis. The time involved in such coordination is sought to be minimised to the extent feasible by inter-departmental meetings."

1.21. The Committee note that certain functions which have a direct bearing on the development of fisheries are exercised by departments other than that of the Ministry of Food and Agriculture, and this tends to delay the finalisation of programmes as well as of execution. They feel that there is a necessity to evolve methods and procedures as well as unanimity of approach as far as possible in these matters so as to avoid delay which appears to be inherent in the existing pattern. The Committee hope that necessary steps will be taken to ensure that there is no delay in finalising programmes and their execution owing to differences of approach and differences in the points of view within the Government Departments at the Centre. The Committee are of the view that the responsibility for coordination should be that of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture).

D. Fisheries Legislation

1.22. From time to time suggestions have been made by various committees for taking suitable legislative measures to develop and conserve fisheries, prevent pollution of waters by factory effluents and revise the arrangements of leasing tanks and other inland waters.

1.23. The All India Fisheries Conference at Madras (September 1956) had passed the following resolutions in regard to the settlement of inland fisheries:

"(1) As far as possible, fishing rights of inland waters be settled with fishermen's Cooperatives and fishermen by profession capable of making the best use of it;

(2) System of auction by Government Departments or the Gram Panchavats be stopped and settlement made either by negotiation of fixation of equitable rates of royalty on the basis of production;

(3) Increasing the term of the lease to a suitable period to enable the lessee to take up minor developmental works; and

(4) Sub-leasing of fishery rights should be discouraged by the lessees."

1.24. The Conference considered the desirability of adopting adequate measures on an All India basis to control the pollution of rivers and prevent damage to the fisheries. The Committee resolved that:

(1) swamps and fallow water areas with single or multiple ownership be suitably acquired by State Governments by legislation, if necessary;

(2) capital equipment and technical knowledge be made available to State Fisheries Departments in reclaiming them and taking up Fish Culture; and

(3) the existing conservation measures be reviewed and a uniform policy be adopted in a region for effective implementation."

1.25. In a memorandum prepared for the use of All India Fisheries Conference on the subject of establishment of Water Pollution Board, it was stated:

"The *Ad hoc* Fisheries Research Committee of the Government of India has recommended the constitution of a Central Water Pollution Board in India with adequate representation of fishery interests in order to study, on a broad basis, the various problems connected with the pollution of waters by industrial wastes and other effluents and their bearing on public health, agriculture and fisheries. Such a water pollution board, if constituted, may consist of representatives from (1) Ministry of Food and Agriculture, (2) Ministry of Health, (3) Ministry of Natural Resources and Scientific Research, (4) Ministry of Commerce and Industry and a representative each from (a) private industries concerned, (b) All India Institute of Hygiene and Public Health, Calcutta and (c) Indian Council of Medical Research. It is also necessary to consider the cooption of members from particular regions while dealing with problems of the region."

1.26. In another memorandum on the conservation of fisheries and legislative measures for the utilisation of derelict and fallow waters, it was stated:

"One of the main difficulties experienced by some States in bringing under fish culture derelict and fallow waters has been

the multiple ownership and control of such waters. The last Fisheries Conference held in New Delhi in September 1948 recommended that the State Government should assume powers by special legislation, if necessary, to acquire these waters for the purpose of developing their fisheries. The Conference also recommended that in order to adopt effective measures for conservation and development, the control of all State-owned productive waters should effectively vest in the Fisheries Department of the State concerned.

Some of the State Governments have enacted legislation for taking over derelict waters for purposes of fishery development and schemes for the improvement of derelict tanks and reclamation of swamps are being implemented for fish production. But this has not yet been possible in most of the States in the country."

1.27. The Central Board of Fisheries at their meeting held in April 1964, recommended that to ensure proper development of fisheries resources for increased fish production, all water areas in the States should be vested with the Fisheries Departments. Suitable enactments should be introduced to ensure proper development of water areas. In the statement showing action taken on this recommendation, the Ministry have stated that the State Governments have been requested to take necessary steps.

1.28. The Central Board of Fisheries also considered at the same sitting the question of pollution of rivers and large-scale destruction of fish by explosives and other poisonous substances. They suggested that steps should be taken to prohibit pollution of waters by enacting suitable legislation. In a statement showing action taken on the recommendation made by the Central Board of Fisheries, the Ministry have stated that large-scale destruction of fish by explosives and poisonous substances is prohibited under the Fisheries Act and the rules framed by the State Governments under the Act.

1.29. More recently, the Working Group on the Fourth Five Year Plan on Fisheries stressed the need for revising the Indian Fisheries Act with a view to ensure uniformity in legislation throughout the country. The Working Group observed in its report:

"The Indian Fisheries Act (Central Act IV of 1897) is in force in some of the States whereas in some others, separate Fisheries Acts together with different rules framed thereunder are in force. In some of the States, the provisions

in the Indian Fisheries Act have been enforced but no rules have been framed thereunder. The necessity of revisiting the Act which was promulgated before independence was also keenly felt after the reorganisation of States. Besides, due to pollution of rivers on an increasing scale, utter neglect of private tanks and indiscriminate use of explosives in fishing areas, it has become essential to amend the existing Indian Fisheries Act suitably and to ensure its observance by all the States. The Government of India have also promulgated four proclamations regarding their sovereign rights over sea-bed and sub-soil of the continental shelf adjoining Indian territory and beyond Indian territorial waters, defining the limit of Indian territorial waters, provision of conservation zones in the areas of the high seas adjacent to territorial waters, to regulate fishing activities in the high seas and to exercise control so as to prevent and punish the infringement within Indian territory or territorial waters of Indian Customs, Fiscal immigration and sanitary regulations. The appointment of a suitable officer to examine this aspect of the Legislation is recommended. While doing so, the proposed new legislation should also take into account the need for increase in production and improvement in marketing and processing methods."

1.30. In a note furnished to the Committee, the Ministry have stated that the recommendations of the Working Group have been made known to the State Government for taking appropriate measures to issue necessary rules for the purpose.

1.31. Asked whether any guide-lines have been issued to the various States to initiate action on the lines suggested by the Working Groups, the representative of the Ministry has stated during evidence. "I do not think we have really attended to this problem. We shall have a look at it."

1.32. The Committee have been informed in a written note that at one time it was felt by the Ministry that model rules should be framed but most of the States have framed legislation suited to their specific needs and conditions. No guide-lines have therefore been issued so far to the various States.

1.33. The broad activities covered under the various Acts are given below:

Indian Fisheries Act of 1967	Use of explosives and poison, erection of fixed engines, construction of weirs, regulation of nets, conservation zones, prohibition of fishing.
Assam—Rules of Settlement of Fisheries 1953	Settlement of fisheries, pollution by jute retting, regulation of nets, sanctuaries.
Bihar—Notification 1953	Prohibiting fishing in selected areas.
Bombay—Fisheries (Net) Rules, 1952	Regulation of nets in selected areas.
Madhya Pradesh—The Central Province & Berar Fisheries Act 1948.	As under the Indian Fisheries Act.
Madras—Madras Act No. 11, 1929—Amendment 1947.	Control of reservoirs, licensing of inland waters etc.
Punjab—Fisheries Act 1914—Amended 1923 and 1941.	Conservation & regulation of nets etc.
Uttar Pradesh—The United Provinces Fisheries Act, 1948.	Conservation of fry & fish.
West Bengal—1889 Bengal Act—Amended 1939.	Protection of rights in private waters.

1.34. The Committee note that several States have enacted legislation suited to their specific needs and conditions for the development and conservation of fisheries. The Committee, however, feel that there is a pressing need for ensuring uniformity in legislation throughout the country. It is for the Central Government to coordinate the activities of the various State Governments, give them suitable guide-lines to ensure that adequate measures are taken for checking of pollution of rivers, estuarine and other inland waters, conservation and renovation of derelict tanks and other inland water areas and also for settlement of fishing rights. The Committee trust that the assurance given to the Committee that the whole matter shall be looked into would be fulfilled and measures would be taken to initiate legislation incorporating necessary amendments to the Indian Fisheries Act, 1897.

CHAPTER II

FINANCE

A. Plan Provisions during the first three Plans

2.1. Though fish is an accepted item of consumption in several parts of the country and its place in a balanced diet is well-recognised, the gap between the production and requirements of fish for the purpose of an adequate standard of nutrition is still substantial because of the low level of exploitation of the country's vast resources in fisheries. In recent years the development of marine, estuarine and fresh water fisheries has centred on improving the scientific and technological bases of catching operations, culture, preservation, processing and marketing of fish and subsidiary products.

2.2. In fourth Five Year Plan (Draft Outline) the Planning Commission have stated as follows:—

> "At the beginning of the Third Plan the base-line production was estimated to be 14 lakh tonnes. This was sought to be raised to 18 lakh tonnes by the end of Third Plan period. In 1961-62, however, the estimate of base-line production was revised to 9.73 lakh tonnes and the target of production for 1965-66 was set at 11.5 lakh tonnes consisting of 3.5 lakh tonnes of inland water fish and 8 lakh tonnes of marine fish. The outlay for fisheries is proposed to be increased to Rs. 113 crores. The production of fish is expected to be increased from 13 lakh tonnes in 1965-66 to 18 lakh tonnes in 1970-71."

2.3. Provision for Development of Fisheries (Marine and Inland) during the First, Second and Third Plan periods both in the Central and the State Sectors is indicated below:—

(Rs. in crores)

	Central Sector	State Sector	Total
First Plan	1·00	4·13	5·13
Second Plan	3·73	8·53	12·26
Third Plan	6·72	21·86	28·58

2.4. Actual expenditure against the Plan provision during each of the three Plan periods with the break-ups separately for General and State Sectors is shown below:—

(Rs. in crores)

	Expenditure in Central Sector	Expenditure in State Sector	Total
First Plan	0·38	2·40	2·78
Second Plan	1·80	7·26	9·06
Third Plan	3·08	20·30	23·38

2.5. It has been stated by the Ministry that year by year item-wise expenditure figures are not readily available for the 1st and 2nd Plan periods. Shortfalls in the 3rd Plan figures are indicated schemewise in the following table for Central schemes.

S. No.	Name of scheme	Plan Provision in lakhs of Rs.	Actual Exp.	Shortfall
1.	Deep Sea Fishing	204·00	22·89	-181·11
2.	C.I.F.T.	50·00	21·87	-28·13
3.	Fishing Harbours	5·00	11·50	+6·50
4.	Fish transport	90·00	10·71	-79·29
5.	C.M.F.R.I.	50·00	15·72	-34·28
6.	C.I.F.R.I.	55·00	22·34	-32·66
7.	C.I.F.E.	49·00	21·89	-27·11
8.	C.I.F.O.	61·00	8·77	-52·23
9.	Loans to Coop.	100·00	72·77	-27·23
10.	DVC.	8·00	Nil.	8·00
11.	Indo-Norwegian Project . .	..	100·00 (Appx.)	+100·00
		672·00	308·46	363·54

2.6. The III Plan provision for fisheries in the State sector was Rs. 2,155.32 lakhs against which the expenditure was Rs. 2,029.05 or *94 per cent of* the total provision. The limited shortfall in the State Sector *has been on* account of delays in acquisition of land for development

of Inland Fisheries and supply of equipment in adequate number and lack of technical personnel to execute the schemes. The state-wise provision and expenditure figures are as indicated below:—

(Rs. in lakhs)

States/U. Territories	III Plan	
	Provision	Expenditure
1. Andhra Pradesh	131·22	138·48
2. Assam	50·00	32·94
3. Bihar	71·78	57·62
4. Gujarat	126·74	180·63
5. J. & K.	15·76	8·83
6. Kerala	450·00	326·95
7. Madhya Pradesh	75·00	47·09
8. Madras.	222·00	240·57
9. Maharashtra	178·32	261·15
10. Mysore	130·00	173·63
11. Nagaland	4·00	12·01
12. Orissa	186·00	189·50
13. Punjab	45·00	25·63
14. Rajasthan	20·00	10·29
15. U. P.	101·75	67·46
16. West Bengal	185·03	119·50
17. Andamans	14·77	6·60
18. Delhi	9·53	2·00
19. Goa	67·70	52·68
20. Himachal Pradesh	13·00	8·83
21. Laccadives	18·00	26·05
22. Manipur	6·92	5·80
23. NEFA	1·70	1·72
24. Pondicherry	9·10	14·94
25. Tripura	22·00	18·65
TOTAL	2155·32	2029·05

In the Third Plan the shortfall Rs. 364 lakhs of was mainly due to:

	(Rs. in lakhs.)
(a) non procurement of fishing vessels.	110
(b) Non-availability of land for research station, research vessel, delay in setting up CIF operatives	140
(c) Delay in construction of rail vans.	88·50
(d) Savings on loans to fisheries coops.	8
(e) Fisheries in DVC.	8
(f) Harbours.	3·50
	358·00

2.7. It has been stated that the shortfall of Rs. 62 lakhs in the Central Sector in the first Plan was mainly due to a delay of over 3 years before the plan formulation could be completed. In the second Plan the Central sector shortfall of Rs. 193 lakhs was because of the fact that instead of new vessels, the TCM gift vessels which had been given to States were subsequently taken over by the Centre. Only about Rs. 25 lakhs were spent as against a provision of Rs. 196.60 lakhs. Rs. 20 lakhs were not utilised, as the Central Directorate of Fisheries was not set-up.

2.8. The following table indicates the amount spent in the State and Central sectors in 1966-67 and anticipated expenditure in 1967-68 as against tentative plan provision of Rs. 113 crores for the Fourth Plan period:

(Rs. in lakhs)

Year	Central Sector	State Sector	Total expenditure/ anticipated expenditure
1966-67	115·65	831·70	946·46
1967-68	200·00	1097·40	1297·40

2.9. It has been stated that since 113 crores is not a firm figure and planning is being done from year to year it is difficult to indicate the extent of possible savings.

2.10. During the evidence the representative of the Ministry has stated that during the Third Plan there has been a shortfall of approximately 140 lakhs under Research and Education; 52 lakhs under training; 120 lakhs under Exploration; 70 lakhs under transport; 8 lakhs on co-operatives and 3.50 lakhs on harbours. He has added that these figures may need some amount of re-checking. The representative of the Ministry has stated that as a result of detailed analysis made in 1965-66 they have found that most of the items involving foreign exchange, like research equipment, vessels, could not be purchased. The amount of foreign exchange involved was Rs. 2.95 crores.

2.11. In so far as "Training" was concerned, this was delayed because of delay in signing the United Nations Special Fund plan of operations. The shortfall of 120 lakhs under "Exploration" was due to the inability of the Ministry to get the foreign exchange for the purchase of vessels. Explaining the shortfall under "Harbours", the representative of the Ministry has stated that there was some delay in making the pre-investment

survey reports and that they were compelled later on to approach the United Nations Special Fund about the scheme which is now sanctioned. As regards "Transport" the main reason for shortfall was the foreign exchange required for equipment to be imported for the refrigerator vans. As regards the State sector the shortfall in the Third Plan was about Rs. 25 to 30 lakhs. The representative of the Ministry has further stated "During the Third Plan there have been other pressures. Fisheries also had a share therein, particularly foreign exchange. 1962-65 was rather a difficult period."

2.12. From the statistics furnished by the Ministry in regard to the provisions for development of fisheries during the First, Second and Third Plan periods, both in the Central and the State Sectors, and the actual expenditure incurred against the Plan provisions, the Committee note that there have been heavy shortfalls in each of three Plan periods. The Committee are unhappy that the shortfall of Rs. 62 lakhs in the Central Sector in the First Plan period was due to delay of over three years in the Plan formulation itself. The Committee are also constrained to note that in the Second Plan, the shortfall of Rs. 193 lakhs in the Central Sector has been due to the fact that the T.C.M. vessels which had originally been given to the States were taken over by the Centre. The Committee also note that the performance in the Third Plan has been no better. The failure to spend even 50 per cent of the provisions in the Central Sector was due to the following reasons: (i) non-procurement of fishing vessels and the research vessels; (ii) non-availability of land for location of Research Stations; (iii) non-availability of technical personnel; (iv) delay in the appointment of the staff; (v) delay in the construction of rail vans; (vi) savings on loans to fisheries cooperatives; and (vii) delay in the setting up of the Central Institute of Fisheries Operatives.

2.13. The Committee are not convinced with the reasons put forward by the Ministry for the shortfalls in the utilisation of the Plan provisions. They consider that if detailed schemes had been prepared in time and co-ordinated action taken to arrange finance, staff and equipments, it should have been possible for the Ministry to utilise the provisions fully. The Committee cannot over-emphasise that vigorous efforts should be made to complete the Plan schemes within the Plan period itself so that they are not carried forward from one Plan to another. They would suggest that detailed planning of schemes to be undertaken in the next Plan should be initiated now so that their execution is evenly spread throughout the period of the Plan and the history of the past is not repeated.

B. Fourth Plan Provisions

Pattern of Central assistance to the States

2.14. It has been stated that the question of rationalising the pattern of Central assistance for State Plan Schemes in the IV Five Year Plan has been under consideration in the Planning Commission and the final proposals of the Planning Commission were considered by a Committee of the National Development Council. It was agreed that the pattern of Central assistance for State Plan Schemes might be by broad heads of development except for a few high priority schemes for which specific patterns were laid down. For fisheries under Agricultural Production Programme, the pattern of Central assistance approved by the Committee of the N.D.C. is 30 per cent loan and 20 per cent grant.

2.15. The Pattern of Central assistance for Centrally sponsored schemes *viz.* Provision of landing and berthing facilities for fishing vessels at minor ports, the Scheme has been approved as a Centrally sponsored scheme with financial assistance of 50 per cent grant and 50 per cent loan for 1966-67 and 100 per cent grant for the rest of the years of IV plan.

2.16. The major items of understanding with the States regarding expenditure during Fourth Five Year Plan are stated to be as follows:—

(i) Pattern of assistance will be changed from head wise to a general pattern of 30 per cent loan and 20 per cent grant.

(ii) Centre will sponsor all harbour schemes including cold storages, ice factories on harbour sites.

(iii) Centre will continue exploration of the deep sea, research and higher education and training in coordination with the States.

(iv) Centre will arrange foreign experts and fellowships abroad.

(v) Centre will assist in programmes involving foreign collaboration for the States.

(vi) As far as possible States will take advantage of the capital available from the Agricultural Refinance Corporation for Cooperative projects.

2.17. It has been stated that the present practice is for the States to present their annual plan to the Planning Commission at the end of the year for the ensuing year and hitherto annual Plans for 1966-67 and 1967-68 have only been approved.

2.18. As mentioned above the Planning Commission has tentatively accepted the outlay for fisheries at Rs. 113 crores after devaluation. The targets have also been fixed tentatively as follows:—

(Rs. in crores)

Items	Original total outlay	Revised outlay
I. *Marine Fisheries*		
(a) Mechanised fishing by small boats.	34·40	38·40
(b) Mechanised fishing by large boats.	5·24	13·65
TOTAL	39·64	52·05
II. *Inland Fisheries*		
(a) Reclamation of land	33·00	9·00
(b) Nurseries.	4·48	6·00
(c) Reservoirs.	0·58	2·00
TOTAL	38·06	17·00
III. *Ancillary Schemes*		
(a) Harbours.	17·00	17·00
(b) Research	3·05	4·00
(c) Training	2·25	3·70
(d) Exploration	3·00	6·35
(e) Processing/Corporations/Cooperatives/Pilot Schemes/Miscellaneous, etc.	..	12·90
GRAND TOTAL	114·00	113·00

2.19. Out of these, as previously estimated, the expenditure by the Centre will be Rs. 37 crores as detailed below:—

(Rs. in crores)

(a) Harbours	17·00
(b) Research	3·00
(c) Training	2·65
(d) Exploration..	6·35
(e) Pilot Scheme	8·00
	37·00

2.20. Out of Rs. 113 crores, Rs. 76 crores is provisionally estimated to be spent in the States and Union Territories subject to further revision. Details are given below:

(Rs. in crores.)

(a) Small mechanised boats.	38·40
(b) Large boats.	13·65
(c) Reclamation	9·00
(d) Nurseries.	6·00
(e) Reservoir.	2·00
(f) Research	1·00
(g) Training	1·05
(h) Processing, Corporations, Cooperatives and miscellaneous.	4·90
	76·00

2.21. The States have formulated a IV Plan covering only Rs. 62·89 crores against which the Planning Commission has agreed to Rs. 60.51 crores with the following break-up:

(Rs. in lakhs)

Name of State.	Proposed by the State	Agreed by Planning Commission	Approved outlay 1966-67	Estimated 1967-68
(1) Andhra Pradesh	303	238	50	45
(2) Assam	137	100	15	15
(3) Bihar.	273	270	45	40
(4) Gujarat	461	439	77	70
(5) Haryana	13	13	1	1
(6) Jammu & Kashmir	30	21	6	5
(7) Kerala.	1250	1250	139	150
(8) Madhya Pradesh.	315	365	40	38
(9) Madras.	888	788	100	100
(10) Maharashtra.	703	703	122	135
(11) Mysore.	300	400	48	80
(12) Orissa.	433	400	60	65
(13) Punjab	46	46	8	5
(14) Rajasthan	75	85	8	15
(15) U. P.	201	213	30	30
(16) West Bengal.	508	400	85	70
(17) Nagaland.	40	30	6	8
TOTAL	5976	5661	840	872

Name of State	Proposed by the State	Agreed by the Planning Commission	Approved outlay 1366-67	Estimated 1967-68
Union Territories:				
(1) Andamans	16·99	10·00	4·00	..
(2) Chandigarh	..	1·00	..	..
(3) Delhi	8·10	8·00	2·00	4·14
(4) Goa	130·00	123·00	27·00	29·47
(5) Himachal Pradesh	51·00	51·00	5·00	12·37
(6) Laccadives.	..	80·00	15·00	..
(7) Manipur	20·00	24·00	5·00	5·00
(8) NEFA.	..	10·00	1·00	0·85
(9) Pondicherry	30·74	41·00	....	15·00
(10) Tripura	56·66	42·00	8·00	8·79
TOTAL	313·49	39[illegible]·00	65·00	66·53
GRAND TOTAL	6289·49	6051·00	905·00	938·53

2.22. It has been stated that the present practice is for the States to present their annual plan to the Planning Commission at the end of the year for the ensuing year and hitherto annual Plans for 1966-67 and 1967-68 have only been approved. The State-wise allocation for 1966-67 and estimated for 1967-68 is given above. It is not possible to give yearwise and itemwise allocation at this stage.

2.23. Asked what amount would be raised from States resources out of Rs. 60.51 crores agreed to the Ministry have stated that the State resources are estimated as a whole and there is no special earmarking for fisheries.

2.24. Out of the total provision of Rs. 37 crores to be spent by the Centre Rs. 5 crores is Centrally sponsored and the balance of Rs. 32 crores will be in the Central Sector. The break-up is given below:—

Harbours (Major)	Rs. 12 crores	+ 5 crores (Minor Centrally sponsored)
Research	Rs. 3	,,
Training	Rs. 2·65	,,
Exploration	Rs. 6·35	,,
Pilot Schemes.	Rs. 8·00	,,
TOTAL	Rs. 32 crores	+ 5 crores —Rs. 37 crores.

2.25. It has been stated by the Ministry that it has not been possible to work out in detail the break-up of Rs. 113 crores for the whole Plan period as details are obtained during the Annual Plan discussions. Broadly, developmental schemes account for 85 per cent of the expenditure, 15 per cent going to Research Stations and Institutes. Out of the developmental expenditure approximately less than 5 per cent expenditure is spent on administration and establishment.

2.26. The representative of the Ministry has stated during evidence that in 1966-67 they have been able to spend only Rs. 10 crores. They hope to spend only 17 crores during 1967-68. The rate of expenditure will have to be stepped up during the remaining three years to catch up the tentative provision of Rs. 113 crores for a five-year period.

2.27. It has been stated that during the Fourth Plan period, the estimated amount of foreign exchange needed is Rs. 20.15 crores. The estimated foreign exchange expenditure during the first two years (1966-67 and 1967-68) is Rs. 5.72 crores.

The main items of import for fisheries schemes are indicated below:—

(1) Marine Diesel engines.

(2) Fishing Vessels.

(3) Net making plants.

(4) Floats.

(5) Fish-finders echo sounders.

(6) Radio Telephone equipments.

(7) Marine radars.

(8) Fishmeal plant.

(9) Refrigeration equipment for vans.

(10) Harbour construction equipment viz. syncrolift, mobile cranes, dredgers, navigational lights, etc.

(11) Hemp twine.

(12) Caprolactum for nylon yarn/twine.

2.28. As regards foreign exchange requirements, the Committee wanted to know whether the amount of Rs. 20.15 crores had been estimated after taking into consideration the research results achieved by the Central Institute of Fisheries Technology which are expected to lead to considerable saving of foreign exchange. The representative of the Ministry has stated during evidence that they had brought the foreign exchange requirement down to Rs. 12 crores by a further exercise on the *basis of what* could be indigenously manufactured. They were also pur-

suing with Bharat Electronics for manufacturing electronic equipment and they would thus have further savings.

2.29. The Committee have also been informed that the following commitments have been made for financial assistance during the Fourth Five Year Plan:—

1.	U. N. Development Programme (Special Fund)	Pre-investment U.S. $ 694·400 Survey of Fishing Harbours.
2.	Do.	Central Institute U.S. $ 426·814 of Fisheries Education.
3.	Norway	Indo-Norwegian Project. Rs. 420 lakhs.
4.	Japan	Marine Products Processing Training Centre Rs. 1·78 lakhs* (equipment only).

2.30. The Committee note that the phasing of the expenditure has not been in accordance with the plan outlay as this has been regulated by the resources position from year to year.

2.31. The Committee note that the Ministry have been able to spend only Rs. 10 crores in the first year and Rs. 17 crores in the second year. They, therefore, would like to emphasise that the expenditure rate should be stepped up in the next three years so that the level may be reached by 1970-71.

2.32. The Committee are glad to note that the Ministry have been able to effect a reduction in the foreign exchange requirements by effective utilisation of indigenously manufactured items. The Committeee would stress that as far as possible indigenous sources should be fully tapped before going in for imported equipment.

2.33. The Committee are also happy to note that commitments have been made by the U.N. Special Fund, Norway and Japan for financial assistance for specific projects. They would suggest that the Ministry may explore the feasibility of obtaining assistance for the Deep Sea Fishing Organisation also from some international organisation.

*Assistance already received.

CHAPTER III

MARINE FISH PRODUCTION

A. Present Marine Fish Production

(i) *Assessment of Sea Resources*

3.1. According to expert estimates India can produce annually 100 lakh tonnes of fish—85 lakh tonnes marine fish and 15 lakh tonnes inland fish against which the production in recent years has varied from 9.44 lakh tonnes to 15.20 lakh tonnes.

3.2. Exploitation of the sea so far has been almost exclusively from the inshore belt extending upto about 10 kilometres in width and 10 fathoms in depth.

(ii) *Efforts to increase the marine fish production*

3.3. Development of fisheries over the different Plan periods has broadly been concerned with mechanisation of fishing boats for increased marine fish catch, providing landing and berthing facilities for such boats, exploration of the seas for locating fishing grounds for intensive and commercial fishing. Over and above these, emphasis is also being given to the establishment of ice plants and cold storages, provision of refrigerated rail road transport, establishment of Fisheries Cooperatives, arrangements for research and training.

First Five Year Plan

3.4. It has been stated that during the First Plan period, marine Fisheries Schemes were directed towards mechanisation of fishing crafts and introduction of new mechanised boats and gear charting of fishing grounds supply of fisheries requisites, facilities for training, marketing, storage and transport. The Central and State Governments took progressive measures for increasing fish production and developing the fishery industry in India with some measure of success. The Central Government paid special attention to exploratory fishing in off-shore waters and to the solution of vital research problems of marine fisheries. With a view to promoting the application of research to the development of fisheries and for disseminating information on approved techniques of fish culture and for arranging supplies of fish seeds to deficit states, one Fisheries Extension Unit was established at Calcutta in the First Plan period.

Second Five Year Plan

3.5. It has been stated by the Ministry that during the Second Plan period fisheries Development took more definite shape, and the development was broadly in the fields of marine fisheries and inland fisheries and in ancillary schemes including training and research as well as in miscellaneous schemes on marketing, processing etc.

3.6. In the field of marine fisheries greater emphasis was laid by the Ministry on mechanization of fishing boats, and rearly 1,200 boats were mechanised during the period, bringing the total number of such boats in operation to about 2161 at the end of the Second Plan period. Increased use of synthetic fibre and mechanised boats contributed to increase in sea fish production. Training in power fishing was imparted to 1200 fishermen and in shrimp trawling to 9 candidates. 22 persons were trained as skippers.

3.7. It has been stated by the Ministry that provision of ice and cold storage as well as refrigerated road transport from catching centres to marketing centres were considered an essential part of fisheries development. Accordingly 21 ice plants of a total capacity of 168 tonnes per day were established besides one mobile ice plant of 3 tonnes capacity. 22 cold storages of 585 tonnes capacity and 6 freezing plants of 23 tonnes per day capacity were also installed.

3.8. Refrigerated railway vans were also introduced for the first time for transportation of fish from the coastal producing areas to the consuming centres.

3.9. Export of fish and fish products reached a peak in 1959 with the value of exports at Rs. 6.3 crores. This included large scale export of frozen prawns.

3.10. Research work in marine fisheries was extended with introduction of new centres. The Central Institute of Fisheries Technology establishment during the Second Plan started systematic study of technological problems in fishing and fish processing. Development of quality standards of fish products was also started.

3.11. The Cooperative movement in fisheries made considerable progress in the State of Gujarat and to a certain extent in Kerala, Mysore and Maharashtra.

Third Five Year Plan.

3.12. It has been stated by the Ministry that a significant increase in the marine fish landings during the Third Plan period was noticed due to the programme of mechanisation of fishing craft. Although a programme

of introduction of 4,000 mechanised boats was planned/during the Third Plan period, the Ministry was able to introduce only about 3045 boats with marine diesel engines from both indigenous and imported sources.

3.13. The Third Plan provided for the setting up of 72 Ice and Cold Storages Plants at important fish landing and consuming centres. In fact 47 Ice Plants set up in different States have a capacity of 225 tonnes per day, 55 cold storages have a storage capacity of 2047 tonnes per day and 5 freezing plants can take care of 20 tonnes per day.

3.14. During the Third Plan the Ministry placed orders with the Ministry of Railways for the construction of 3 refrigerated rail vans but they could not be completed during the period.

3.15. With the introduction of a large number of mechanised boats, it was considered necessary to place greater emphasis on the training of operatives as well as of Administrative Officers. 16 Fishrmen Training Centres were functioning in the States of Gujarat, Maharashtra, Mysore, Kerala, Madras and A.P. and in all 3,000 fishermen candidates were trained. Training facilities were also offered in the Fishing Centres established with the assistance of the Indo-Norwegian Project in Kerala, Mysore and Madras States. A Marine Products processing training centre was set up with the assistance of Government of Japan for providing training of candidates from the Industry and the State Fisheries Departments in improved methods of fish processing.

The Central Fisheries Research Institutes for Marine Fisheries extended their activities and significant contributions were made in charting of fishing grounds and study of hydrological factors affecting fisheries.

3.16. An allocation of Rs. 100 lakhs was made to provide loans to fisheries companies and Cooperatives to help them in undertaking development programmes of integrated nature including marketing of fish. The fishing industry in the private sector also increased its activities established in Bombay, Mangalore and Cochin area.

3.17. Export of fish and fish products increased considerably and reached a peak of Rs. 6.4 crores in 1964.

3.18. The Government of Orissa set up a fisheries Corporation in the State ofr commercial exploitation of the seas.

Plan for year ending 1970-71.

3.19. It is expected by the Ministry that during the period ending 1970-71 the annual additional production of fish on full development will be 5 lakh tonnes as against the present average production of about 13 lakh tonnes.

3.20. The most important aspect of the production programme in fisheries in the period ending 1970-71 is the introduction of 8,000 small mechanised boats. To achieve the target greater stress is being laid on indigenous production of marine diesel engines. In addition 200 medium and large boats ranging in size from 55 ft. to 120 ft. are proposed to be introduced.

3.21. It has been stated by the Ministry that exploratory fishing during the Third Plan was hampered largely due to the lack of fishing vessels. It has been decided to obtain 22 vessels of 55 ft. length and 2 large vessels of 105 ft. length for undertaking the work in a systematic manner. The large vessels will be able to go far deeper in the sea and undertake survey of mid-water and bottom fish over large areas. Fitted with modern electronic equipment they will also be in a position to signal occurrence of fish to commercial vessels for exploitation. The Ministry propose to start intensive fishing with 22 fishing vessels of medium and large size from 5 bases.

3.22. The Governments of Kerala, West Bengal and Uttar Pradesh have set up State Fisheries Corporation for operating the development projects completed by the State Fisheries Departments. They operate within the State mainly through Fisheries Cooperatives and Federations and also assist them in several ways. The Governments of Mysore and Maharashtra are also intending to set up such Corporations shortly.

(iii) *Targets*

3.23. The following statement summarises the production of fish and targets fixed for achievement during the First Three Plan periods:

(in '000 tonnes.)

Year	*First Plan*		Target to be achieved by 1955—1000	
	Inland	Marine	Subsistance Fisheries	Total
1	2	3	4	5
1951	218·0	534·0	200·0	952·0
1952	215·8	528·4	200·0	944·2
1953	237·5	581·4	200·0	1018·9
1954	240·3	588·2	200·0	1028·5
1955	243·3	595·7	200·0	1039·0

1	2	3	4	5
	Second Plan			
	Target to be achieved by 1960—1400			
1956	293·5	718·8	200·0	1212·3
1957	357·5	870·5	200·0	1433·0
1958	308·5	755·9	200·0	1264·4
1959	238·2	584·6	200·0	1022·8
1960	280·2	879·7	200·0	1359·9
	Third Plan.			
	Target to be achieved by 1965—1800			
1961	277·4	683·6	200·0	1161·0
1962	329·7	644·2	200·0	1173·9
1963	3390·2	655·5	200·0	1245·7
1964	459·86	860·35	200·0	1520·2
1965	453·0	822·0	200·0	1475·0

3.24. A statement showing in brief the financial and physical progress of development made in different branches during the First Three Five Year Plans and the targets fixed for the period ending 1970-71 is given below:

	First plan period	Second plan Period	Third plan period	Fourth plan period (Estimated targets for period ending 1970-71)
	1	2	3	4
1. Financial Outlay (Crore Rs.) Allocation	5·13	12·26	28·58	113·00
Expenditure	2·78	9·06	23.38	..
2. Mechanisation of boats (Nos.)	961	1206	3045	8000
Large boats (Nos.)	..	..	..	200
3. Landing and Berthing Facilities				
(a) Survey (No. of centres)	..	8	26	44
(b) Layout plants & Estimates	..	7	17	40
(c) Work taken up	..	2	16	34
(d) Completed	..	..	1	29 (8 nos. completed since)
4. Exploratory Work				
Vessels (nos.)	..	20	9	45
Stations (nos.)		3	6	10
5. Fishermen's Cooperative Societies (Progressive total)	N.A.	2355	3177 (Upto end of 1965)	3500
6. Ice & Cold Storages Ice Plant (Nos.)	..	22	47	61

	1	2	3	4
Capaity	..	171 tons/day	225 tons/day	646 tons/day
Cold storages (Nos)	..	22	55	48
Capacity	..	585 tons/day	2047 tons/day	3738 tons/day
Freezing plants (Nos.)	..	6	5	14
Capacity	..	23 tons/day	20 tons/day	110 tons/day
7. Refrigerated rail vans (Nos.)	..	6 (Nos.)	3 (not delivered)	22
8. Refrigerated road vans (Nos.)	..	..	31 (26 delivered in 1966-67)	100
9. Production level in last year of Plan (lakh tonne)	10.39	13·60	14·75	19·75
10. Export of fish & Fish products (Crore Rs.)		6·3 (Peak in 1959)	6·4 (Peak in 1964)	33·0

3.25. The Committee note that as against the potentialities of 100 lakh tons of annual production (85 lakh tons of marine fish and 15 lakh tons of inland fish) the actual production in recent years has varied from 9.44 lakh tons to 15.20 lakhs tons only. They are unhappy that no concerted efforts were made to increase the production of fish in the past. They would like to be assured that future plans in this behalf will be more realistic and concerted steps will be taken to achieve the financial and physical targets, by providing the necessary vessels, crafts, gear, equipment, trained personnel, harbour facilities etc. and by greater and deeper exploitation of the sea around the country.

B. Package Programme

3.26. The Central Board of Fisheries at their meeting held in 1964 had recommended that package programme should be taken up in selected areas for intensive fisheries development.

3.27. Explaining the high-lights of the package programme it has been stated by the Ministry that In Andhra Pradesh, Rajasthan, Bihar, Mysore, Madhya Pradesh, Orissa and Uttar Pradesh, the package programmes relate to intensive fish-culture and fishing. Marine Fisheries Projects have been taken up in selected centres which include shore facilities, operation of mechanised fishing vessels, ice and cold storage and processing plant linked by marketing of fish and fishery products. Facilities for boat-building and repairs of boats are also included in these projects.

3.28. About extension of the package programme to other States and Union Territories it has been stated that the programmes now recommended in the maritime State will be of this type and centred round fishing ports.

3.29. The Committee have been informed that the inputs required are provided by the State Governments as part of their plan schemes and are assisted by the Centre in the pattern of assistance provided in the Plan.

3.30. The Ministry have also stated that no formal assessment has yet been made about the working of the package programme.

3.31. The Committee are happy to note that the Ministry have taken up package programme in selected areas for intensive fisheries development, in Andhra Pradesh, Rajasthan, Bihar, Mysore, Madhya Pradesh, Orissa and Uttar Pradesh. They hope that package programmes will be extended to other States (including the maritime States) and Union Territories also so that targets for increased fish production can be realised in time.

C. Pelagic Fishing Explorations

3.32. The Working Group on the Fourth Five Year Plan on Fisheries in its report had *inter-alia* recommended that the work relating to Deep Sea Fishing Exploration should be taken up with foreign collaboration.

3.33. It has been stated by the Ministry that "the exploratory programme is expanded under Indo-Norwegian Project. A proposal is under consideration for initiating pelagic fishing exploration under U.N. Special Fund."

3.34. The Committee wanted to know the details of the proposal and also whether any agreement has been cancluded with the U.N. Special Fund for this purpose. In a written note furnished by the Ministry it has been stated that the proposal is to have experts and vessels with the assistance of United Nations Special Fund. A team of experts is likely to visit India shortly to have discussions on the programme. It will take some time before the scheme is finally approved.

3.35. The Committee hope that arrangements for securing vessels and services of experts from the U.N. Special Fund will be finalised at an early date so that exploratory programme can be extended for augmenting fish production.

CHAPTER IV

CRAFT AND GEAR

A. Mechanisation Programme

4.1. It has been stated that the need for mechanisation of the existing boats or introduction of new designs of power boats to enable fishing in waters beyond the present range of operations and to improve landings by reducing the time taken for going to and returning from fishing grounds etc. has been recognised by the fishery administrators and a programme of mechanisation of fishing crafts was intiated in the First Plan and considerable emphasis was given to mechanisation programme in all the maritime States. F.A.O. Naval Architects and also experts of the Indo-Norwegian Project developed new designs for mechanised fishing crafts suitable for different sections of the coast. Encouraging results were obtained and there was good demand for mechanised fishing crafts, particularly in Bombay and Madras States. By the end of the First Plan, about 650 boats were mechanised mostly in Bombay State. As a result of propaganda and demonstrations the fishermen realised the advantages of mechanised fishing on a larger scale than expected previously. The Central and State Governments encouraged this programme by providing engines, boats and gear on loan-cum-subsidy basis, the loans being repayable in easy instalments over a period of five to seven years, either in cash or as share of the catches.

4.2. During the Second Five Year Plan greater emphasis was laid on mechanisation of fishing boats and nearly 1200 boats were mechanised. The Third Plan provided for the mechanisation of 4000 fishing crafts and operation of 35 larger vessels. The target for mechanisation of fishing crafts was fixed at 2700 through the Public Sector and 1300 through the Private Sector. During the Third Plan period a total of 3045 boats were mechanised and there was a short-fall of about 1000 boats in the mechanisation programme.

4.3. Explaining the reasons for this short-fall, it has been stated that the programme of mechanisation of boats has been hampered by the difficulty in obtaining marine diesel engines due to very limited production in the country and the paucity of foreign exchange for importing marine diesel engines and synthetic fishing twine and the inability of indigenous manufacturers to make any significant contribution. At present there are 5 indi-

genous firms licensed for manufacturing marine diesel engines. Production of indigenous marine diesel engines started in 1963 but the capacity for manufacture of suitable engines is limited in relation to requirements of mechanisation programme.

4.4. Asked what are the targets laid down for the Fourth Five Year Plan and what steps have been taken or are proposed to be taken to ensure that the targets laid down are duly achieved, it has been stated in a written note submitted to the Committee that the most important aspect of the production programme in fisheries in the Fourth Five Year Plan is the introduction of 8000 small mechanised boats. In addition 200 medium and large boats ranging in size from 55' to 120' are proposed to be introduced. To achieve the target, greater stress is being laid on indigenous production of marine diesel engines. Government of India have under consideration schemes for collaboration with a Japanese firm for increasing the indigenous production capacity of a selected type by about 1000 units annually. Judging from the reports of the Boats and Crafts Committee, it may be expected that 4000 engines from the existing plants and 2000 Yanmar engines from India would be produced if the projected Yanmar venture goes into operation within the next 2 years. 2000 engines may have to be imported to achieve the target.

4.5. In this connection, it has been stated in a Memorandum submitted to the Committee by a leading expert on fisheries as follows:—

> "The most important development is the mechanisation of fishing boats and here the idea has caught on in most maritime States, Maharashtra leading and Kerala & Gujarat following. Taken for the last ten years as a whole the increase in the number of mechanised boats from a few hundreds to nearly three thousand at present is a substantial increase but falls far short of the expectations. The achievement during the Third Plan has been very disappointing although there were good schemes from all States. A vigorous pursuit of fishing boat mechanisation is a national necessity and should be supported by large scale indigenous manufacture of diesel engines and the establishment of several boat-building yards. A change from the smaller mechanised boats to larger boats or medium boats should occur because the inshore waters are slowly becoming over-fished, and at any event the nearshore waters should be reserved for the small non-mechanised boats. The major increase in production has been mainly because of the introduction of mechanised boats and improvement of fishing techniques."

4.6. Asked how many mechanised fishing boats were produced during the last two years the representative of the Ministry gave the following figures during evidence:—

1966-67	1000 boats
1967-68	850 boats (estimate).

4.7. It has been admitted that on the basis of this performance, the targets laid down for the Fourth Five Year Plan may not be fulfilled. Explaining the reasons for this shortfall, it has further been stated during evidence that, "When we formulated the Fourth Plan, various proposals were made by the States. These were checked and accepted. In the first two years, in every sector, we have not found money for the plan formulation and as a result there has been a shortfall here and we have to find out some way. 8000 boats can be usefully employed and we can increase our capacity, etc. It is something which has got to be done. We shall try whether we can do something like a crash programme of the Third Plan."

4.8. Asked whether there is sufficient capacity for boat-building in the country, the Committee have been informed during evidence that 2000 boats could be constructed per year but the capacity for the production of engines is only 1200 per year. The representative of the Ministry assured the Committee that Government would try to link these two capacities.

4.9. The Committee are constrained to note that there have been heavy shortfalls in achieving the targets laid down for the introduction of mechanised boats during the Third Plan period. The Committee are also unhappy to note that there is no likelihood of achieving the target of 8000 mechanised boats laid down for the period ending 1970-71. They suggest that the feasibility of drawing up a crash programme for the production of mechanised boats may be considered. The Committee also feel that there is an imperative need to link up the construction of boats with the manufacture of engines and other requisites required for a mechanised boat, so that there is no delay in manufacturing complete mechanised boats.

4.10. In this connection, the Committee would also like to draw the attention of Government to the recommendations contained in paras 2.22, 2.23 and 2.24 of their Thirty-Eighth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Technology, Ernakulam.

B. Marine Diesel Engines

4.11. The Central Board of Fisheries, at its meetings held on the 13th and 14th November, 1965 had recommended as follows:—

(i) State Governments should report by January each year of their requirements of marine diesel engines for coming year.

(ii) Central Fisheries Corporation should place orders for these engines by March.

(iii) Ministry of Food and Agriculture should restrict the types of marine diesel engines to be imported, arrange for credit sources either under credit programmes or under trade agreements.

(iv) Central Fisheries Corporation should also arrange for obtaining the spare parts required for the engines in each State in the same manner. It was emphasised that priority should be given for the import of spare parts.

(v) A survey of the performance of different types of engines, taking into consideration the complaints made by the fishermen in their operation, maintenance and servicing in different States should be conducted within three months and action taken to rectify the defects by the appropriate authorities.

4.12. So far as the recommendation at (i) above is concerned, it has been stated that the State Governments were instructed accordinly. As regards recommendations at (ii) and (iv) above, it has been stated that the Central Fisheries Corporation have not yet decided to undertake this work. For recommendation at (iii) above, it has been stated that this is according to the prevailing practice. In respect of recommendation at (v) above, it has been stated as follows:—

"A survey has been conducted and it is found that the defects are due to lack of adequate knowledge in the handling of new types of engines for which the suppliers had not provided facilities nor instructions. In some cases, engines were also defective or after-sale service was not satisfactory. It has been decided not to import engines which have not given satisfactory performance and engines not having suitable after-sale service arrangements."

4.13. Again at its meetings held on the 29th and 30th October, 1966, the Central Board of Fisheries made the following recommendations:—

(i) Advance arrangements be made for import of marine diesel engines over a period of time taking into consideration the indigenous capacity;

(ii) A penalty clause be included in the agreements to be entered into with the firms for supply of diesel engines for delay and for short delivery.

4.14. The following action has been stated to be taken on the recommendation reproduced at (i) above:—

"During 1966-67, it was assessed that 500 engines will have to be imported. The clearance of D.G.T.D. was obtained but foreign exchange sufficient only to purchase about 263 engines was made available in March, 1967. Orders for this number had been placed with the State Trading Corporation in April, 1967.

For 1967-68, the Boats and Crafts Committee have estimated that about 500 engines will have to be imported apart from about 900 engines promised to be supplied by the indigeneous manufacturers. The Department of Economic Affairs have already been requested to issue credit allocation for import of these engines."

4.15. In respect of recommendation mentioned at (ii) above, it has been stated that most of the State Governments have such a clause in their existing contracts or would include in future contracts.

4.16. Asked about the present procedure for assessing the requirements of marine diesel engines, it has been stated in a written note furnished to the Committee that the assessment of the requirements of marin diesel engines is made at the time of discussing the annual plans of the State and by the Boats and Crafts Committee. The States Departments and the industry are consulted in the matter. Normally this is done in November/December of the previous year.

4.17. It has further been stated that the capacity of the indigenous manufacturers for supply of marine diesel engines is taken into consideration, before clearance from the Directorate-General, Technical Development is obtained for import from foreign countries. The import has been restricted during recent years to certain makes from Japan and Denmark against credit facilities.

4.18. In this connection, in a Memorandum submitted to the Committee by an Organisation, it has been stated as follows:—

"There are 3 or 4 Indian manufacturers producing marine diesel engines but their production had been insufficient, the delivery had been unsatisfactory and even the machines themselves technically not fully perfect. However because of the existence of the indigenous manufacturers there were considerable difficulties in importing marine diesel engines from abroad. Because of the assistance available from various countries engines have been obtained from all those countries

and consequently it had not been possible to standardise the makes to facilitate service and spare parts. It would be preferable to have a few types of engines instead of a large number from different countries as the latter would necessitate going after all those countries for spare parts.

Towards the close of the 4th Plan it had been possible to obtain atleast a good percentage of the engines required for the implementation of the schemes both from indigenous sources as well as from abroad."

4.19. The Committeee have been informed during evidence that, "There has been some difficulty about getting the precise estimate of how many engines actually we can expect from the indigenous industry. On the basis of the performance of the indigenous industry in the year 1966-67, we formed a precise estimate of how many they could produce. They gave us 392 engines between April, 1966 and June, 1967." It has further been stated during evidence that, "The indigenous industry gave us their capacity as 1120. This is the estimate for the period from July, 1967 to March, 1968. Actually we did not need 1120 engines for the programme which we had already in hand. Then, they said that we should take all these engines which they are in a position to make against whatever programme we have. Although we had asked the indigenous industry on several occasions that our future requirements would be only low revolution engines, the industry had gone ahead with making high revolution engines. Now the number of high revolution engines which they are able to produce is 1120 engines, whereas we have found after detailed analysis that the low revolution engines would be about 60 per cent. of the total requirement of engines."

4.20. In reply to a question, it has been further stated during evidence that, "I can indicate that this matter was discussed in very great detail at a meeting which was convened by the Special Secretary in the Ministry of Industrial Development and all the representatives of the engine manufacturers attended that meeting. This was held in October, 1967 and at that meeting all the issues regarding low revolution engines and high revolution engines were discussed in very great detail. Now that they have started manufacturing high revolution engines, what could be done to dovetail their requirements with the requirements of the industry was also discussed. In fact, all along the intention has been to see that the requirements of indigenous industry are balanced with those of fishing industry."

4.21. In reply to a further question, it has been stated during evidence that, "The position is that upto 1966-67, there was no question at all about our capacity to absorb the entire indigenous manufacture. What was being manufactured was being absorbed." Explaining the reasons for the

change in this position, it has been stated that, "The capacity of the States to undertake programme for boat building is now being decided from year to year and the number of boats which they have been able to make now is much less than we had thought they would be able to take up. During the Fourth Plan, the States have not been able to take up the programme on the scale which we had envisaged when we set the targets for the Fourth Plan."

4.22. The Committee regret to note that many of the recommendations made by the Central Board of Fisheries as early as 1965 regarding 'Marine Diesel Engines' have not yet been implemented. They hope that the Government will implement these recommendations as early as possibly.

4.23. The Committee note the present procedure of assessing the requirements of marine diesel engines from year to year. They are, however, concerned to observe that there has been controversy as between high revolution engines and low revolution engines. The Committee would like the Government to take concerted steps to resolve this controversy as early as possible. The Committee expect the Ministry of Food, Agriculture, Community Development & Cooperation and the Ministry of Industrial Development to take effective measures to dovetail the requirements of the indigenous marine diesel engines industry with those of the fishing industry. In any case, the Committee would like to be assured that the indigenous capacity of the marine diesel engine industry will not be allowed to lie idle and they will be given due encouragement to produce more low revolution engines whose requirements are estimated to be 60 per cent. of the total requirement of engines.

4.24. So far as the import of marine diesel engines is concerned, the Committee suggest that they should be imported only from those countries which could guarantee the supply of spare parts and after-sale service as well. In any event, to conserve foreign exchange, the import of engines from foreign countries has to be kept to the barest minimum and all out efforts have to be made to give encouragement for indigenous production. It is very much desirable that in importing marine diesel engines, care is taken to obtain a few varieties of standard engines rather than a number of varieties of different standards and specifications.

4.25. The Committee are unhappy to note that the State Governments have not been able to take up the mechanisation programme as was envisaged at the time of setting the targets for the period ending 1970-71. In the opinion of the Committee, the mechanisation of fishing boats is a national necessity and concerted efforts should be made to achieve the targets laid down.

C. Yanmar Engines

4.26. It has been stated that the proposal to manufacture Yanmar marine diesel engines in India was first contemplated in 1960 and a licence was given to a private firm in Madras in 1961. This licence was cancelled as no action was taken by them for over two years. Thereafter in May, 1964 when an Indian delegation headed by the then Food Secretary visited Japan in order to seek Japanese collaboration and assistance in fisheries development, it revived this proposal. In their discussions, the Yanmar Diesel Engine Co. Ltd. of Japan showed interest to collaborate with India for the manufacture of Yanmar marine engines and gave a detailed proposal through their business interest in India, Messrs Nichimen & Co. Ltd. The proposal was examined in consultation with other Ministries concerned and it needed modification in certain respects. The collaborators have recently submitted a revised report together with the broad economics of the project. On the basis of the revised report, it is proposed to set up the Yanmar Marine Diesel Engine Project in the public sector in collaboration between the Central Fisheries Corporation and the Yanmar Diesel Engine Co. Ltd. of Japan.

4.27. The new Company is proposed to be set up in the public sector with an authorised capital of Rs. 5 crores. It issued share capital which is now estimated to be about Rs. 2 crores is proposed to be subscribed to the extent of 90 per cent by the Central Fisheries Corporation and the balance 10 per cent by the foreign collaborators. The following is the manufacturing programme for the initial five years—

1. Model 2 LDGFE 33 H.P. . . .	60 Nos. per annum
2. Model 3 LDGFE 50 H.P. . . .	500 Nos. per annum
3. Model 4 LDGFER 66 H.P. . . .	440 Nos. per annum
TOTAL . .	1000 Nos.

The total requirement of foreign exchange during the period of five years on account of import of plant and machinery, raw material, components, drawing and design fee, payment of royalty, etc. amounts to Rs. 5.52 crores. On the other hand, the cost of importing Yanmar engines at the rate of 600 Nos. per annum for five years from Japan at the existing prices works out to about Rs. 6.52 crores. Thus according to the present estimate, the project visualises a saving of foreign exchange to the tune of es one crore during the period of five years. The requirement of n exchange is proposed to be met out of Yen credit.

4.28. The location of the Project is proposed to be at Ennore in Madras State. The Government of Madras has undertaken to make available land, power and water etc., required for the project.

4.29. The Capital Plan of the project is indicated in the following Statement:

Capital

	Rs.
Land	2,14,450
Building	18,50,400
Machinery	2,75,58,503
Misc. Expenditure	70,000
	2,96,93,353
Working Capital	1,01,30,000
	3,98,23,353
Or say	4,00,00,000
Share Capital	2,00,00,000
Loan	2,00,00,000

4.30. The average cost per engine on the basis of cost of production works out to Rs. 21,000. The import price (cif) per engine of the three models proposed to be manufactured at present is as follows:—

	Rs.
1. Model 2 LDGFE 33 H.P.	13,500 each
2. Model 3 LDGFE 50 H.P.	20,000 each
3. Model 4 LDGFE 66 H.P.	26,000 each

4.31. The cost of engines of corresponding Horse Power which are at present being indigenously manufactured is as follows:

Ruston Engine

	Rs.
1. H.P. range 24·5 to 29	21,930 to 22,320 each
2. H.P. range 49 to 58	38,920 to 39,570 each
3. H.P. range 75 to 87	57,150 to 57,800 each

4.32. Subject to the cost of production having been correctly assessed, the proposal would be justified. The report of the firm is at present vetted by the Directorate General, Technical Development. It is proposed that, subject to the acceptance of the technical feasibility by the Directorate Genral, Technical Development, the Corporation may apply for issue of an industrial licence. A detailed project report indicating the economics of the scheme on a component-wise basis will then be drawn up. The project would require the approval of the Foreign Agreements Committee and the Industrial Licensing Committee.

4.33. Asked when was the decision to get Yanmar diesel engines manufactured in the public sector taken, the representative of the Ministry has stated during evidence that it was "In January, 1967."

4.34. The Committee note that there is a proposal to get Yanmar diesel engines manufactured in the public sector in collaboration between the Central Fisheries Corporation and the Yanmar Diesel Engine Company Limited, Japan. They would like the Government to finalise the details of the project after verification of the cost of production, without undue delay, so that the targets of meechanisation programme envisaged could be adhered to.

D. Price of the Engines and Subsidy

4.35. At its meetings held in October, 1966, the Central Board of Fisheries recomended as follows:—

(i) The question of prices of marine diesel engines produced indigenously should be looked into and the prices reduced;

(ii) That excise duty on marine diesel engines be reduced from 10 per cent to 5 per cent as in the case of agricultural machinery.

4.36.The following action is stated to have been taken by the Ministry of Food and Agriculture on these recommendations:—

(i) The question of reduction of price was discussed in an inter-departmental meeting held on 26-5-1967 in the Ministry of Finance and it was decided that the Ministry of Industrial Development should go into the question of fixing the price of indigenous engines at a reasonable level.

(ii) Previously engines were liable to duty under item No. 29(i) of the Central Excise Tariff and were, therefore, subject to a *duty* of 10 per cent. This has however, been reclassified

under item No. 29(ii) of the said Act and are automatically subject to a duty of 5 per cent. However,this Ministry have been in correspondence with the Ministry of Finance for complete exemption from payment of excise duty as in the case of tractors for agriculture and are still pursuing it.

Earlier, the Central Boad of Fisheries at its meeting held in November, 1965 had recomended as follows:—

".....that details of consumption of diesel oil of different H.P. engines and their costs shuold be worked out and the comparative costs of the relief in relation to the possible increase in capital subsidy should be studied quickly."

4.37. The following action is stated to have been taken by Ministry on this recomendation:—

"The details were worked out and the proposals for relief placed before the Agricultural Production Board which suggested that the present rate of 50 per cent subsidy on engines need not be changed but relief on operating cost might be allowed. Accordingly a subsidy on diesel at 32 paise rate per gallon is being given and shared equally by the State and the Centre."

4.38. The Committee desired to know the present position about the matters referred to above. They have been informed during evidence that the Ministry of Industrial Development were asked in March, 1967 to take up with the indigenous manufacturers the question of bringing down the price of the engines. That Ministry took up this matter in the meeting held in October, 1967 with the indigenous manufacturers. They have pointed out to the indigenous manufacturers that the cost of the indigenous engines is very high as compared to the imported engines and they should bring down the cost. The indigenous manufacturers have been asked to give a full account of their views in the matter.

4.39. Asked about the difference in the prices of imported engines and indigenous engines, the Committee have been informed during evidence that the difference is as much as between 50 per cent to 100 per cent i.e about Rs. 10,000 to Rs. 20,000.

4.40. Asked when this question was not taken up at the very outset, the representative of the Ministry has stated during evidence that, "Earlier when the question was taken up about reduction of price, the general view that in the case of indigenous manufacturers unless a situation was reached

in which it was considered necessary to make a detailed anaysis of costs, we should not be too rigid in enforcing prices. They should be allowed to develop. A stage has now been reached when the indigenous manufacturing industry has got over its teething troubles. Now it is making fairly substantial number of engines. Now proper costing can be done and we have asked the Ministry of Industrial Development to look into this question of price and they have agreed to this."

4.41. Asked what will be the position if the indigenous manufacturers refuse to reduce the price, the Committee have been informed during evidence that, "Statutorily we can fix prices. We have got the powers to do it. As a developing industry, they were given some time but now a stage has come when they have to justify their cost."

4.42. So far as the subsidy for marine diesel engine is concerned, it has been stated during evidence that it varies from State to State. It ranges from 40 per cent to 50 per cent of the cost of the engine. Relief on diesel oil has been provided recently on the following basis:—

7.5 per litre with the ceiling of Rs. 500 per 20 H.P. Engine.

7.5 per litre with the ceiling of Rs. 1000 per 40 H.P. Engine.

7.5 per litre with the ceiling of Rs. 1050 per above 40 H.P. Engine.

4.43. The Committee note that the cost of an indigenous engine is 50% to 100% (i.e. Rs. 10,000 to Rs. 20,000) higher than the imported engine. The Committee feel that enough care should have been taken from the very beginning to keep down the cost of an indigenous engine. They hope that it will be possible for the Government to persuade the indigenous industry to bring down the cost voluntarily and it will not be necessary to invoke statutory powers.

4.44. The Committee would further like the Government to consider whether complete exemption from payment of excise duty could be given on marine diesel engines as is the case with tractors for agriculture.

4.45. The Committee would also suggest that a Study Team may be appointed to go into the pattern of subsidy being given by various State Governments on marine diesel engines so that uniform rules could be laid down for the purpose.

E. Life Saving Equipment

4.46. The Central Board of Fisheries at its meetings held in December, 1962 recommended as follows:—

"That the whole question regarding provision of life-saving equipment, etc. to the fishermen, as recommended by the *Ad hoc*

Fisheries Enquiry Committee should be taken up with the Ministry of Transport. In order to enable such of those fishermen who cannot afford to equip their boats with life saving equipment, it was decided that the cost of such equipment should be included in the cost of the boat so as to bring it within the scope of subsidy under the pattern of central assistance."

The following action is stated to have been taken by Government on the above recommendation:—

"The matter was taken up with the Ministry of Transport and life saving appliances rules have been amended for the fishing vessels."

The Central Board of Fisheries at its meetings held in April, 1964 also recommended as follows:—

"Guiding lights and other safety measures may be provided."

On this recommendation ,the following action is stated to have been taken by the Government:—

"Andhra Pradesh, Gujarat, Kerala, Maharashtra had taken acion is as proposed. West Bengal had reported that they would take necessary action at the time of finalising the harbour schemes. Lacadives made necessary provision for guiding lights."

4.47. The Committee desired to know the present position in the matter. In a written note submitted to the Committee, it has been stated that the question of providing life-saving equipment was taken up with the Ministry of Transport and the Ministry of Transport have laid down the items for fishing vessels of different categories in June, 1966. The fishing boats are to be provided with certain items of life-saving applicances according to these rgulations. The State Departments are attending to these requirements with regard to the boats supplied to fishermen and falling under this category.

4.48. With regard to the provision of guiding lights, it has been stated in a written note submitted to the Committee that the provision of guiding lights, navigational lights and marking of wrecks along the Indian coast is done by the Light Houses and Light Ships Department of the Ministry of Transport and Shipping, as the provision of these lights confrom to certain system and navigational rules. As minor ports and major ports, lights and buoys are provided by the Port Departments on Port Authorities in consul-

tation with the above Department. Fire fighting equipment is also available at these ports, but the need for this equipment for the fishing harbours has not been felt.

4.49. Ship to shore radio telephone facilities are available at Bombay, Ratnagiri, Karwar, Mangalore, Cochin, Tuticorin, Madras, Visakhapatnam and Diamond Harbour which can be made use of by bigger fishing vessels in case of distress.

4.50. The Committee consider that the provision of life-saving equipment for boats of the fishermen and guiding lights at the various fishing harbours are essential to minimise the risks and hazards which the fishermen have to run daily because of their occupation. They feel that the life-saving equipment should be made an essential component of a mechanised fishing boat and its cost should be included in the cost of the boat itself without placing an additional burden on the fishermen.

4.51. The Committee also suggest that the Ministry may persuade such of the States as have not yet provided guiding lights to do so as early as possible.

CHAPTER V

EXPORTS

A. Export Promotion Schemes

5.1. Realising the growing importance of the sea food industry as a valuable earner of foreign exchange, the Government of India set up the the Marine Products Export Promotion Council in the year 1961-62, *i.e.* at the commencement of the Third Plan. The total export earnings from the marine products at the time of formation of the Council was only of the order of Rs. 3.92 crores. The sea food industry in India is wholly export-oriented. According to the studies made by the Marine Products Export Promotion Council recently, basing on the resources|potential of the fisheries in the coastal and off-shore waters and other related factors, the development prospects of this industry is stated to be in fact virtually unlimited.

5.2. The industry has now three distinct sectors, the oldest of them is the sector engaged in the production of dried sea foods like dried prawns, dried fish and miscellaneous dried marine products. A major portion of the production of this sector goes for export.

5.3. For more than a 100 years, India has been exporting this traditional item to neighbouring countries like Ceylon and Burma. Dried sea foods are now marketed in several Middle East countries. Until about 1954 preservation of sea foods by drying and salt curing was the only method practised in India and the entire sea food exports of the country comprised only of dried marine products.

5.4. The value of export earnings from the year 1960-61 to 1966-67 of fish and fish products from India is as follows:

Year	Value of export
	(In crores of Rs.)
1960-61	4·62
1961-62	3·91
1962-63	4·08
1963-64	5·71
1964-65	6·82
1965-66	6·59
1966-67	10·95

(Exports from June 1, 1966 to March, 1967 adjusted to pre-devaluation value of the rupee).

5.5. The Committee have also been informed that steps were taken during the Second Five Year Plan to increase the export of fish and fish products and their export reached a peak in 1959 with the value of exports at Rs. 6.3 crores. This included large-scale export of frozen prawn. During the Third Plan period export of fish and fish products increased considerably and reached a peak of Rs. 6.4 crores in 1964.

5.6. As regards the export of fish and fish products to earn foreign exchange during the period ending 1970-71, it has been stated that this question has been given due consideration in the formulation and implementation of the Plan. The following steps have been suggested to raise the exports substantially:—

(i) Steping up marine fish production in the maritime States and setting up processing plants especially for freezing and caning.

(ii) Setting up of State Corporations or Centre Co-operative enterprise in mechanised fishing and adoption of modern methods of processing and canning.

(iii) Exporting suitable varieties of fish which are otherwise consumed locally in the absence of suitable organisation for processing and marketing.

(iv) Arranging supply of suitable equipments at reasonable rates and giving subsidies for processing and marketing.

5.7. It has further been stated that a target of earning Rs. 37.70 crores in 1970-71 has been fixed by the Ministry of Commerce. As regards the measures taken so far to augment the export of fishery products so that the targets set for the period ending 1970-71 are achieved by the date, it has been stated to the Committee that besides an outlay of Rs. 113 crores proposed for that period by the Ministry of Food & Agriculture, the Marine Products Export Promotion Council has launched an export drive programme to boost up exports by participating in fairs|exhibitions abroad, conducting market surveys and sponsoring delegations| study teams to explore the foreign markets. The Council has joined the International Shrimp Council, Washington, a world-wide organisation which is engaged in publicity programmes to promote the export of fishery products. The Government has announced the Registered Exporters' Policy Scheme which takes care of the needs of import requirements of the sea food exporters, published in Imoprt Trade Control Policy for the year April, 1967—March 1968.

5.8. The Ministry of Commerce introduced a scheme for import of capital equipments in March, 1967 which provides for allotment of a high

priority basis of capital goods, equipment, dyes, jigs and tools (not indigenously manufactured) to the exporting units and exporting industries from out of a special allocation of foreign exchange. This is meant for expansion, modernisation and diversification of production facilities for increased exports. The facilities are intended to assist manufacturers with a good export performance so that they may intensify their export effort. On references received from the Ministry of Commerce, the Ministry of Food & Agriculture, C.D. & Co-operation (Department of Agriculture) have recommended under the scheme import of items like low RPM marine diesel engines, plate freezers, refrigerants, compressors with fly wheels, etc.

5.9. In the course of evidence the Committee desired to know from a fisheries expert whether it would not be desirable to meet the needs of every Indian first before increasing the export of fish to foreign countries to earn foreign exchange. He has stated, "The actual percentage of the fish which we export in terms of tonnage is very small but it is the quality because what can be visualised is most of the fish product that goes out, especially in recent years, in West-coast shrimp and prawn..... The point is by the export of this extremely small fraction of our production we can secure substantial return of foreign currency. This would help if we are going to invest the same, plough back the same to improve our fisheries. In fact the point which I want to emphasise is that the export possibility in this field should be ploughed back to produce more fish in our own country, which will provide fish for our own country."

5.10. The representative of the Marine Products Export Promotion Council, Ernakulam has also stated in evidence: "Out of the total catches of prawns 30 per cent is exclusively exported whereas the rest 70 per cent is exclusively available for inland consumption.....We should not reduce the exports. We are exporting only prawns which is consumed by very few people in India. I am selling it at 50 per cent of my export price and still there is no body to purchase it. The catches of other fish is neglected today because fishermen go in for prawn as they get more money from us and we in return also get more money from abroad." The Committee have been further informed in evidence that, "By putting more trawlers we will get increased catches because trawlers will catch not only shrimps but also other fish which could be ideally utilised for internal consumption."

5.11. The Committee appreciate the efforts that are being made by the Government for augmenting the export of fish and fishery products to foreign countries, but they have to point out that what has so far been done in this direction is much too little. Of the three great oceans of the world, the Indian Ocean is the least exploited one. Recent studies have

also indicated high productivity of the Indian Ocean and the low yield is attributed to the lack of precise knowledge regarding the exploitable fisheries and the low fishing effort. Considering the importance of fish as a rich source of protein and in view of its potential availability in quantity, its importance as a subsidiary food particularly against the background of protein deficiency in dietary norms in the country and considering the urgent need for increasing earnings of foreign exchange, the Committee need hardly point out that the performance so far of Government as well as of the industry in the matter of production and export has not been significant. The Committee are doubtful whether on the basis of the present performance the country will be in a position to reach the target of earning Rs. 37.70 crores in 1970-71 in foreign exchange. The Committee would, however, emphasise the need for an all out effort both on the part of Government as well as on the part of industry to increase the foreign exchange earnings substantially even if the target fixed is not achieved.

5.12. In this connection the Committee would like to stress that while stepping up exports, the needs of the poorer sections of the population to get fish at cheaper rates should not be neglected.

B. Effects of Devaluation

5.13. The Committee desired to know whether a general study covering all the items of export had been undertaken by the Ministry of Commerce to find out the impact of devaluation on these items and whether any conclusions had been arrived at in so far as fisheries products are concerned. The Committee have been informed in a written note that the Ministry of Commerce "undertook a study of the effects of devaluation and came to the conclusion that the effects had been beneficial in the case of the fish export industry." This has been substantiated by the statistics furnished which has been quoted in an earlier para of this report.

5.14. The representative of the Marine Products Export Promotion Council, Ernakulam has, however, stated that by devaluation "exports have not gone up.....In 1964-65 we exported fish of 2,11,22,000 Kg. while in 1966-67 we exported only 2,11,16,000 Kg. of fish. So the exports in 1964-65 and and 1966-67 remain the same whereas the export earnings have gone up from Rs. 7.14 crores to Rs. 17.36 crores." Asked whether the export earnings had gone up due to devaluation only, he has stated, "One reason is devaluation; secondly, the American price last year was very good. It has gone from 80 cents to 1 $ and 25 cents, and this year it is dropping. It has dropped by 30 per cent or 40 per cent." Asked if there was any likelihood of the quantity of export going up, the representative has stated, "It will definitely go down. All these figures will not be maintained.....The quantity will not go down as it is, but the *foreign exchange* will go down unless we catch more fish for exports."

5.15. The representative of the Sea Food Canners' and Freezers' Association of India, Cochin when asked whether the export of the country was not commensurate with the production, has stated in evidence, "Exports have been made possible by the available catch, by the increased catches due to mechanisation and partial utilisation of the catches which used to be dried and sent to Burma. Our point has always been that there is so much potential for export, there is so much demand in the world market for our shrimps, but we do not have enough production."

5.16. The Committee feel concerned to note that there is divergence of opinion between the Ministry and the Marine Products Export Promotion Council as to the effect of devaluation and earnings from export of fish and fishery products. The Committee are inclined to feel that the points raised merit close investigation. In any case the Committee are of the view that the quantity of fish to be exported has to be increased so as to keep up at least the level of foreign exchange earned during the year 1966-67. The Committee hope the Ministry will devote serious attention to this aspect.

C. Loss of Market in Eastern Countries

5.17. The Committee have been informed in a written note that the value of export of fish and fisheries products from India to Burma reached a peak of Rs. 95,99.516 in 1961-62 but it dwindled to Rs. 15,55,250 in 1965-66. Similarly, in the case of Ceylon the value of export which was Rs. 2,58,10,562 in 1960-61 came down to Rs. 65,31,797 in 1965-66.

5.18. In the course of evidence the representative of the Marine Products Export Promotion Council, Ernakulam has stated: "We have been exporting dried fish for centuries from the Tuticorin coast of Madras to Ceylon. Ceylon was our main market all these days but Ceylon has set up a monopoly purchasing organisation. We were actually selling them on most uneconomic prices and now our exports to Ceylon have considerably gone down and all this fish is now being consumed in the internal market."

5.19. The representative of the Sea Food Canners' and Freezers' Association of India, Cochin, has stated in evidence: "We have been exporting to Burma, Ceylon, some of the Eastern European countries, Malaysia and to Honk Kong certain quantities of dried prawns but after the war when these countries were also faced with the problem of acute foreign exchange shortage which we have been experiencing, they cut down on the imports of certain of the non-essential items. This cut down has been very progressive, with the result that today Burma takes in about 450 tons of dry fishery products as against 6,000 tons which Burma used to take in 1947-48. The imports have gone down. They are substituting it particularly by their own catches. Part of it they have got to do without." He has

further stated in evidence: "After the revolution in Burma, they set up a Purchase Council. Then came the stage when Burma was faced with the same foreign exchange situation as we are faced. They drastically cut the imports of dried prawns." He has further stated that, "Coming to Ceylon, it is a very large importer of dried pickled and semi-cured fish.... the same problems beset that Government and they have also a centralised purchasing agency which now negotiates directly with the State Trading Corporation—because the S.T.C. has taken over the entire foreign exports of dry fish to Ceylon.... We have in other words lost about 75 per cent of the dried prawn market in the Eastern countries."

5.20. The Ministry in a written note furnished to the Committee has stated: "The Government of Burma restricted import of dried prawn in 1959-60. Their requirements are being obtained from other sources.

5.21. The Government of Ceylon are developing their own fisheries. They are also obtaining their requirements of dry fish partly from Pakistan, Maldives, etc. The requirements are also diminishing as a result of repatriation of Indian labourers who constituted the main market for dry fish."

5.22. The Committee are unhappy to note that India has lost about 75 per cent. of the dried prawn market in the Eastern countries. The Committee feel that concerted efforts are needed to go into this matter thoroughly and improve the situation so that exports in the Eastern countries could also be stepped up.

D. Indiscriminate Growth of Exporters

5.23. The Committee have been informed in a Memorandum that "today there are about 82 firms actually engaged in the export of frozen and canned shrimps while about 200 names of firms have been registered with the Marine Products Export Promotion Council as exporters. This is against 12 or 13 exporters who were existing 3 or 4 years ago. While a large number of exporters may contribute to increased export and consequently more foreign exchange for the present, this indiscriminate growth of the industry will have very adverse effect on the trade as well as in the foreign markets. Processing of fish which is an item of food and highly perishable is something which cannot be done by any and everybody. Neither can it be on a cottage industry scale, but involves high technical skill, standards of hygiene etc. Apart from a dozen exporters who have their own freezing plants all others are doing freezing work at random in one plant or other with the result that a uniform standard of product is impossible. A large number of canning plants also have grown in all places and in all sorts of manners. In this circumstance this industry cannot have any high standards nor any stability and this will definitely tell in the foreign markets. This effect had already been experienced."

5.24. It nas been urged before the Committee that "while the shrimp production remains at the same level, indiscriminate growth of the exporters does not increase the export but will only divide among them the already existing raw material. This will lead to a fragmentation of the raw material with full benefit to none.

"Considering all these, it is necesary that a very good check is exercised on the growth of exporters indiscriminately by even fiixing certain minimum standards of technical competency, financial backing, hygienic and sanitary standards etc. The Indian Standard Institution has recently laid down specifications for hygienic standards of fish processing factories. This also could be done through the Cold Storage Order already existing or it would be possible to introduce provisions in the Fisheries Act."

5.25. The Committee suggest that the above-mentioned points raised in the memorandum placed before the Committee may be examined by the Ministry in consultation with the Ministry of Commerce in order to see if any remedial measure is required for exercising a check on the indiscriminate growth of exporters of fish and fishery products.

E. Shipping Space

5.26. The Committee desired to know the present shipping facilities available for export of fisheries products to USA, UK, the Continent, Japan, Australia, etc. and the steps that have been taken or are proposed to be taken to augment these facilities. The Committee have been informed in a written note as under:—

"These rates of freight are fixed by the est Coast of India/Pakisan/ U.S.A. Conference Lines. All the important shipping lines have joined together and have fixed unanimous rates to avoid competition. The shippers enter into agreement called Duel Rate Contract System with the lines which provide for definite rates and certain rebates.

"The Conerence Lines have been showing preferential treatment to other countries and are unfair to India. For example, while Indian goods are charged at 1.18 cents per mile, other countries like Australia and Newzealand are charged only 0.84 and 0.94 cents respectively. Further, every now and then the Conference threatens that unless the shippers are careful and ship their cargo by their ships only, any rebates or discount that may be allowed will not be paid.

"The Indian Shippers have represented about the high freight rates and non-availability of adequate reefer space in ships

for frozen and canned sea foods from India, to the Conference, but to no avail. The matter has been taken up by the Ministry of Commerce with the Freight Investigation Bureau of the Director-General of Shipping and it is under examination."

5.27. The Committee desired to know whether the Ministry of Food, Agriculture, C. D. and Cooperation (Department of Agriculture) has taken up the matter of preferential treatment shown by the Conference Lines to other countries and their being unfair to India, with the Ministry of Transport or other authorities. The Committee have been informed in a written note: "The Director-General of Shipping has taken up the matter with the Conference Lines, but the matter has not been settled yet. Alternative steps will be cnsidered after the outcome of the negotiations with the Conference Lines."

5.28. With regard to the representations by the Indian shippers about the high freight rate and non-availability of adequate reefer space in ships for frozen and canned sea food from India, the Committee have been informed in a written note: "The matter is being pursued by the Ministry of Commerce with the West Coast of India and Pakistan/U.S.A. Conference and the good offices of the Indian Member Lines has also been sought in the matter." The Committee desired to know if there was any proposal to have a certain proportion of future ships that are manufactured or obtained by the Indian Companies to have refrigerated holds for shipping frozen and canned sea food from India. It has been stated in a written note, "The Ministry of Transport has taken note of this requirement."

5.29. The Committee have been informed in a memorandum submitted to them by the Sea Food Cancers' and Freezers' Association of India, Cochin, that, "One way of augmenting exports will be to provide refrigerated warehousing facilities in the major export centres" and "If extension of foreign trade in fisheries products is to take place smoothly, there should be adequate shipping facilities." The Committee desired to know what the suggestions of the Association were to improve matters. The representative of the Association has stated in evidence, "What we want is reefer space. We are thinking of both frozen and canned items. Canned items can be sent by any steamer to any destination. No refrigeration is necessary. But frozen goods can only be sent by steamers which have refrigerated holds. They are very limited. Fortunately for us there are plenty of these facilities from India to America. But from India to other countries there are very few vessels. Whereas there are 7 ships from Cochin to New York a month, there is only one vessel from *Cochin to Australia.* There is hardly any vessel or only one vessel,

sometimes in 2 or 3 months to Japan; hardly one vessel to North-European ports. You can well imagine the problems when an order for 3,000 cases has to be fulfilled. Things have been produced and are kept for 2 months or 6 weeks just for want of shipping space. One of the very essential things in the expansion of world trade will be to provide more and more steamers going to the different ports of the world equipped with refrigerated holds." Asked to state whether this trade in the export of fish and fishery products was not seasonal and that is why there was shortage of shipping facilities as the ship owners considered this as very unremunerative, the representative of the Association has stated that he did not agree with this view. He has stated, "The figures will speak for themselves. Look at the month-wise export figures. There may be some minor fluctuations." The Committee desired to know what were the reasons why private shipping companies did not provide enough cold-storage facilities. The representative has stated in evidence. "There may be some steamers which are provided with reefer compartments with some dimensions. But normally this has to be thought of at the time of designing a ship. It is a very expensive and hazardous proposition for a vessel which is not today equipped with reefer compartment to have one now. So it follows that only vessels which are designed to have refer compartments can have them..... But it is not correct to say that they do not pay. Almost all the marine vessels are being provided with refrigerated holds.....On the other hand, refrigerated cargo is the highest freighted cargo in the world. So the remedy to the situation is that we should have our own Indian Lines. Two of them belong to the Government or are closely controlled by Government. They should be told first to provide their ships with refrigerated holds.....Our Government should insist upon our vessels to be provided with refrigerated holds and those which have them should be asked to work them."

5.30. The attention of the Committee has been drawn to a news-item appearing in Financial Express (Bombay) dated the 22nd February, 1968, according to which for the first time in the country refrigerated cargo container service will be introduced by the Shipping Corporation of India. The Rs. Rs. 75,000 Container, built in the U.K., is placed on "M.V. State of Bihar" which is plying between India and Japan. It is expected that the Container would earn freight to the extent of Rs. 5,000 per voyage. The cost of the Container is expected to be recovered in about 30 months' time. Since there has been acute paucity of refrigerated space available on the West-coast of India-Japan trade route, the introduction of the new container service by the Corporation would help trade and facilitate boosting the export trade of the country. The Corporation has plans to acquire another 11 containers in the next 5 months.

5.31. The Committee are glad to note that the Shipping Corporation of India has already made a start in introducing refrigerated cargo container

service. They trust it will be possible for the Corporation and other Indian Shipping Companies to introduce similar container service in various trade routes through which Indian fish and fishery products are exported to foreign countries.

5.32. The Committee feel unhappy to note that "The Conference Lines have been showing preferential treatment to other countries and are unfair to India." The Committee consider the situation to be rather serious and they feel that immediate steps are necessary to counteract such preferential and unfair treatment to India. The Committee hope that the Government will also formulate a suitable long-term policy in the matter.

F. Packaging, Labelling, etc.

5.33. The Committee have been informed in a written note that in connection with the incentives being given to the fisheries industries for export of fishery products, it has been decided that he following items may be allowed to be imported subject to certain conditions:—

(i) Refrigerants (Freon 12 and 22 Arcton 12 and 22).
(ii) Spare parts for refrigeration machinery.
(iii) Printed wax cartons.
(iv) Printed master cartons.
(v) Printed labels.
(vi) Printed card board, corrugated boards, cartons and sleeves.
(vii) Vegetable parchment paper.
(viii) Citric acid.
(ix) Spare parts of canning machinery.
(x) Tin plate.
(xi) Nylon twine of 210 x 3 deniers.
(xii) Fishing hooks.
(xiii) Box strapping.
(xiv) Stainless steel sheets and plates for fabrication of processing equipment.

5.34. The Committee desired to know the reasons that prevented the manufacture of many of these items indigenously as they appear to be very small and simple items. The representative of the Ministry has stated in evidence that the list of items is periodically reviewed by the Ministry of Commerce in consultation with the D.G.T.D. and the items which can be manufactured here are taken out. This is a continuing process and it is a question of competition. Asked what the difficulties

were with regard to the printed labels, the representative of the Ministry has stated, "It is a kind of market preference. We are to compete with other people in the sophisticated market." As regards the fishing hooks, it has been stated that, "They have been coming to India from Norway from a particular firm and it has taken such a root and the demand is not very large. One or two people have started manufacturing this."

5.35. The Committee have been informed that one difficulty in the export of shrimps etc. in tins to the American market is the high price of tin in India. It has been stated that the supply of such tin is the monopoly in India of only one company. The Committee desired to know whether Government has considered the problem faced by the industry with regard to tin plates, and if so, when steps have been taken by them in the matter. The Committee have been informed in evidence by the representative of the Ministry that, "We have allowed the registered persons to import tin plates as one of the items and they can make a nomination in favour of fabricators. They are allowed foreign exchange upto a certain limit." He has admitted that a company has the monopoly of supply of tin plates in India.

5.36. The attention of the Committee has been drawn to a report of the Indian Sea Food Delegation to U.S.A., Canada, U.K., West Germany and France in 1964 which was published in Volume IX, No. 3, July, 1964 issue of Indian Fisheries Bulletin. The Delegation had *inter alia* made the following suggestions:—

"Economy in printing Cartons could be achieved by adopting a central design for different brands and grades of a manufacturer's products, with appropriate changes in the colour scheme for different brands and grades. The same device could be adopted in printing cartons of different exporters.

The Master Cartons used by the Indian exporters are of such poor quality that they cannot withstand the stresses and strains of transit and handling with the result that they arrived at the destination in a very damaged condition. A radical improvement in the quality of master cartons is an immediate necessity.

Marketing the goods in retail packages yield much greater profits than wholesale packages. The 'over-wrap' method of packaging should prove to be advantageous and it would be fairly simple to import the special kind of machine required for this.

The international can size, which is prevalent in America is the 4½ oz. net weight can. It is a matter for serious consideration as to whether it would be feasible and economic to market Indian canned shrimp in 4½ oz. cans.

As regards frozen shrimp, the consumers in U.K. prefer layer packing, which would show the product to better advantage. The market preference is said to be for 1 lb. carton, rather than for 5 lb. carton.

In all European countries, it is obligatory that labels, etc. should be printed in the local language. Indian exporters would do well to make a special note of this."

5.37. The Committee feel that efforts are needed to see that as many of the items as are at present allowed to be imported subject to certain conditions, are produced indigenously in India, as many of them are simple items for which it is not desirable to spend foreign exchange.

5.38. As regards tin plates, the Committee would like the Ministry in consultation with the Ministry of Commerce to devote attention to this matter so that the high price of tin plates required for canning shrimps etc. does not adversely affect the export trade. The Committee understand that a cheaper substitute for tin has been recently produced in the country. They hope it will be possible to pursue this further in order to see that the substitute can be commercially exploited and have an impact in reducing the price of cans used for packing shrimps for export.

5.39. The Committee note that some of the recommendations made by the Indian Sea Food Delegation, 1964 are likely to improve the position of export by making the products conform to the requirements of the importing countries and by making the packages and lables attractive. They trust that the Ministry would take steps to ensure that these recommendations are implemented and observed by the exporters.

CHAPTER VI

FISHERY INDUSTRY AND FISHERIES COOPERATIVES

A. Integrated Development

6.1. The Working Group on the Fourth Five Year Plan on Fisheries (1963) in its report has stated that the fishing industry occupies a peculiar position in that it cannot be looked upon merely from the point of view of the quantum of investment and its financial return. It is more in the nature of a "food industry" of national importance. In 'inland fisheries' the crop takes 2 to 3 years to be marketable which brings along several factors, e.g. draught, floods, disease, etc. leading to huge losses. Similarly, in marine fisheries the hazards of the sea and considerable fluctuations of the fish population from year to year affect the output. Besides, new fishing techniques are being developed rapidly and the industry is unable to keep pace with these developments. Accordingly, fishing industry is still one of the most heavily subsidised industries in the world even in advanced countries.

6.2. The Working Group on the Fourth Five Year Plan on Fisheries has further observed that "the climate in India for the development of the fishing industry has improved on account of the activities in the first three Plans but even then taking into account the fact that we have to compete in the world market, Government assistance has to be realistic and Government policy oriented to this end should take into consideration the following factors:

(i) Special financial hazards of the industry due to uncertainty of catching operations and high perishability of catches;

(ii) Increased production of fish means improvement in food supplies;

(iii) Abundance of fish supply can protect health and improve living standards of the consumers as well as the producers and also lead to increase in national income.

(iv) Greater attention to fisheries means beter utilisation of natural resources which are otherwise likely to be exploited by other countries."

6.3. Another point that has been stressed in the report of the Working Group on Fourth Five Year Plan is that the present value of fish products

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that are exported ranges between Rs. 4 to 6 crores per year and this is about 10 per cent of the total marine catch. The potentiality of the Sea Food Industry to step up exports is great by increasing the export of frozen and canned shrimps and export of tuna, perches, pomfrets, lobsters in specialised markets. The export target during the last year of the Fourth Plan is fixed at Rs. 20 crores (pre-devaluation value).

6.4. Asked to state the broad details of the assistance rendered by Government so far in the fishery industry, the Ministry in a written note have stated as under:

"Governmental assistance to the fishery industry has been in the following fields:

1. Development of techniques, extension and training;
2. Capital and subsidy for mechanised boats;
3. Subsidy for diesel oil;
4. Grants for fisheries equipment;
5. Assistance to cooperatives regarding capital, managerial personnel, etc.; and
6. Import facilities for fishing requisites."

6.5. As to the steps taken for the integrated development of the sea-food industry, the Ministry in a written note furnished to the Committee have stated:

"For the development of marine fisheries, an amount of Rs. 39.64 crores is proposed to be spent during the Fourth Plan. For marketing and processing a total sum of Rs. 9 crores has been allocated out of which about 75 per cent will be utilised for development of sea food industries. Simultaneously the Central Institute of Fisheries Technology with the proposed outlay of Rs. 0.80 crores, Central Marine Research Institute with an outlay of Rs. 0.45 crores, Deep Sea Fishing Stations with an outlay of Rs. 3 crores and the Central Institute of Fisheries Operatives with an outlay of Rs. 1.25 crores would assist the industry in the various fields of development of processing techniques, exploration, research on fishery resources, training of fishery operatives, etc. In addition, the Marine Products Processing Training Centre set up in collaboration with the Japanese Government has also been training processing technologists to provide the various processing industries with adequately trained technicians."

6.6. The Committee are in agreement with the views of the "Working Group on Fourth Five Year Plan on Fisheries" that the potentialities of the sea food industry to step up the export of fish and fish products to specialised markets are great. An essential prerequisite for the integrated development of any industry and more so in the case of sea food industry is that the necessary infra-structure should be built up.

6.7. The Committee note that steps are being taken by Government for the development of marine fisheries by giving increased grants to Central Institutes concerned with research and development and by making suitable arrangements for marketing and processing of fish and fish products. The Committee would, however, impress upon the Ministry the need for coordinating efforts with those of the State Fisheries Departments, the private industry and the Marine Products Export Promotion Council which have a useful role to play in promoting the export of marine products.

B. Ancillary Equipment

6.8. The Central Board of Fisheries at its meeting held in April, 1964, recommended that marine fishermen should be provided with loan and subsidy for supply of fishing gear including nets, hemp twine, fishing hooks, nylon etc. and fishing vessels. In order to expedite progress of mechanisation, priority should be given to the procurement of marine engines both from indigenous and outside resources and their distribution to the fishermen with cent per cent assistance of loan and subsidy. The makes of engines should be standardised as far as possible and servicing facilities and ready availability of spare parts should be ensured. For fishing requisites, adequate foreign exchange should be made available, not only for import but also for manufacture of indigenous equipment particularly engines.

6.9. It has been stated by the Ministry that for Fourth Five Year Plan a uniform pattern of assistance of 30 per cent loan and 20 per cent grant has been laid down for fisheries irrespective of the nomenclature of schemes. State schemes provided for subsidies and loans to cooperatives and fishermen for items like boats, engines, nylon, diesel, salt, ice and cold storage plants and for reclamation. All these schemes are covered by the pattern of assistance for the Centre to the States.

6.10. It has been further stated that four firms are licensed for the manufacture of nylon yarn and twine required for the fishing industry but only one of them, M|s. Garware Nylons, are manufacturing the nylon required by the industry. In order to make available adequate quantity of nylon yarn and twine to the fishermen at a reasonable price, Government of India arranged import of caprolactum against Dutch credit and handed over the entire quantity to M|s. Garware Nylons on the condition that they would sell the finished product at the price fixed by the Government. It

is expected that the quantity of caprolactum imported (450 tonnes approximate) will be sufficient to meet the requirements of the fishing industry for about a year and a half at the present rate of consumption.

6.11. It has been further stated that the import of nylon twine has been banned from 1962 except under schemes for providing incentives to exporters of fish and fish products. As regards hemp twin, import ceilings of Rs. 6.0 lakhs during each of the years 1963-64 and 1964-65 and of Rs. 1.0 lakh for 1965-66 were fixed and there had been no complaints of insufficiency. During 1966-67 this was provided under the scheme for priority industry and no specific foreign exchange ceiling was allocated. By March, 1967, Fishermen Cooperative Societies of Maharashtra and Gujarat had forwarded import licence application of the value of Rs. 6.70 lakhs to the licensing authorities. The Ministry has further stated that the arrangements require review from time to time. Since these fishing twines are treated under the scheme for priority industries, no difficulty in the supply of caprolactum (raw material for nylon manufactured in the country) and hemp twine is visualised.

6.12. The Committee would like to stress that the success of the fishery industry depends to a large extent on the quality of the equipment like engines, winches, floats, wire ropes, fishing nets and twine, etc. A reference to the supply of mechanised boats has already been made in an earlier chapter. They suggest that the Central and the State Governments may explore the possibilities of assisting the fishery industry by adopting a more liberal pattern of assistance by way of grants, loans and subsidies.

6.13. The Committee note that the present quantity of caprolactum imported would be sufficient to meet the requirements of the industry for nylon yarn and twine for about a year and a half. In view of the fact that the import of nylon twine has been banned and there are only a few units manufacturing nylon yarn and twine required exclusively for the fishing industry, the Committee suggest that Government may examine whether new units manufacturing synthetic fibres should not be persuaded to accept a certain amount of fishing twine production as a fixed responsibility.

6.14. The Committee are surprised to note that while four firms have been licensed for the manufacture of nylon yarn required by the fishing industry, only one of them, namely, M/s. Garware Nylons, is manufacturing nylon required by the fishery industry. The Committee would like this matter to be looked into as they understand that manufacturing units find it more profitable to manufacture high grade nylon apparel for wear rather than manufacture fishing twine and nets.

6.15. The Committee also suggest that the requirement of fishery industry *in regard to* electronic equipments like echo sounders, etc. may be-

met by imports, preferably under some Trade Agreements, till such time the demand is sufficient to justify indigenous production.

C. Frozen Storages, Ice Plants and Water Facilities

6.16. For the development of the fishery industry provision of frozen storages is a necessity. The Central Board of Fisheries at their meeting held in October, 1965, stressed the need for establishing freezing plants and frozen storages in important landing and consuming centres so as to utilise the abundant landings in certain seasons and avoiding waste of such valuable food or fish.

6.17. The Committee have been informed in a written note that the State Governments concerned requested the Central Government to consider setting up of large frozen storages of 250 tons and 100 tons capacity in the following places:

250 tons frozen storage plants	100 tons frogen storage plants
(*i*) Mormugao	(*i*) Delhi
(*ii*) Malpe	(*ii*) Calcutta
(*iii*) Mangalore	(*iii*) Hyderabad
(*iv*) Cochin	(*iv*) Madras
(*v*) Bombay	(*v*) Poona

A decision was taken that Centre would sponsor fully such storages as part of the harbour development programme but the rest would be in the State Sector. This proposal was examined in consultation with the Planning Commission and the Ministry of Finance and it was agreed that refrigeration facilities such as ice and cold storage, freezing plant and frozen storages would be provided at the important landing centres under the centrally sponsored harbour scheme and also the Central sector major fishing harbour scheme. It has further been stated that Centrally sponsored storages have been included in the harbour proposal for Bombay, Madras, Tuticorin, Vizakhapatnam and Mangalore.

618. The Committee have been given to understand that several maritime States have initiated action to provide frozen storages.

6.19. In Andhra Pradesh, ice-cum-cold storage plants are functioning at the following places:

1. Visakhapatnam .	With 20 tons ice making capacity and 350 tons storage capacity.
2. Hyderabad . .	With 2 tons ice making capacity and 4 tons storage capacity in addition a flake ice plant of 3 tons capacity is also installed.
3. Rajahmundry .	A walk-in-cooler of 2 tons storage capacity.
4. Nizamasagar .	With a 2-ton ice making and 4 ton fish storage capacity.
5. Tadepalligudem .	With 5 tons ice making capacity and 10 tons fish storage capacity

6·20 At the following places ice-cum cold storage plants and deep freezing plant are under erection :

1. Visakhapatnam	Deep Freezing plant ; 2½ plate freezer & 50 tons Deep Freeze Storage.
2. Nellore . .	10 tons ice making capacity and 20 tons fish storage capacity.

6·21 At the following places ice-cum-cold storage plants are working under the fishermen cooperative or other private sectors :

1. Amalapuram .	With 5 tons ice making capacity and 10 tons fish storage capacity by Central Delta Fishermen Central Cooperative Society.
2. Kakinada . .	With 15 tons ice making capacity and 120 tons fish storage capacity by M/s. Fish Products Limited.

6.22. It has been stated that the above storages will meet the needs of the State.

6.23. In Kerala the fast growth of fishing and consequent increased fish landings necessitated the organisation of proper fish landing centres and harbours and of fish landing establishments. There was a simultaneous increase in the ice and storage facilities to handle the catches and to keep pace with the growth of processing of exportable varieties of fish. During the Third Plan there were 11 ice plants in the public sector with a combined production capacity of 320 tons of ice per day. Five ice plants in the public sector and 21 ice plants in the private sector were in various stages of construction and these when completed would raise the total production capacity to 550 tons per day. Fourteen freezing factories were commis-

sioned in the private sector. These with the fourth freezing plants in the public sector have a freezing capacity of 183 tons and a canning capacity of about 40 tons per day. The State has plans to augment the freezing capacity during the coming years.

6.24. In Madras a number of ice and cold storage plants have been set up by the Fisheries Department in important marine and inland fishing centres for the preservation and storage of fish. There is an increasing tendency for the use of ice for fish production. The practice of keeping the fish in the cold storage is however only getting a slower response. It has been stated that the present capacity of the ice plants is 30¼ tons daily and the storage capacity of the cold storage is 73¼tons. These will go up to 82½ tons ice and 131¾ tons storage as soon as all the plants are commissioned.

6.25. In Gujarat there are 83 ice and cold storages in the State having a total capacity for storage of fish of 5284 M. tonnes. It has been stated that this capacity is inadequate and therefore a scheme to encourage setting up of more ice and cold storage is included in the State Plan. The State Government also gives subsidy at the rate of 25% for setting up of plants by a cooperative or an individual.

6.26. In West Bengal a cold storage has been constructed at Howrah which would accommodate about 160 tons of fish. More cold storages will be constructed as and when necessary.

6.27. As regards Maharashtra, it has been stated that during recent years a good number of ice and cold storages have been established in the cooperative and public sector, but with the fast growth of industry, the pace is not adequate. Steps are being taken to provide incentive to cooperatives of fishermen in the State for establishment of ice and cold storage factories during the Fourth Five Year Plan.

6.28. The State Government of Mysore proposes to undertake coordinated fisheries development at six centres, namely, Mangalore, Malpe, Gangolli, Bhatkal, Honnavar and Karwar during the Fourth Five Year Plan. For this purpose, establishment of six marine projects at these places is proposed. The development of fisheries under the Indo-Norwegian Project at Karwar is included in this. These Projects would *inter alia* include provision of preservation and processing facilities for fish, with ice, cold storage, freezing, canning and salt curing.

6.29. The Committee attach considerable importance to frozen storages in the development of fisheries in the country. These storages not only provide economic return to the producer but supply good quality fish at

reasonable rates to the consumers. The Committee note that the Fisheries Departments in maritime States as well as the industry are taking energetic steps to augment the existing storage facilities. They hope that the assistance provided by the Central Government (30 per cent loans and 20 per cent grants) would be fully utilized by the State Departments of Fisheries, and that the State Governments would continue to provide the necessary subsidy to cooperatives and individuals for setting up frozen storages.

6.30. From the project report for the development of fisheries prepared by the Marine Products Export Promotion Council, the Committee gather that the installed capacity of the freezing factories in Kerala, Mysore and Maharashtra is not being fully utilized. The Committee would therefore like to stress that the installed capacity of the freezing factories should be fully utilized before any new schemes are drawn up for setting up additional units in these areas. The Committee hope that the Central Government which is concerned with the setting up of freezing plants and frozen storages in major and minor ports, would take expeditious action to activate the scheme in this regard so that freezing facilities may be available to the industry as well as to the Fishermen's Cooperative Societies at reasonable rates without delay.

6.31. Alongside the provision of frozen storages, the Ministry may, in consultation with the State Governments, make arrangements for providing adequate supply of ice required for preserving the catch. Provision of water for processing units is also very important. The Committee understand that in some States, the cost of water per thousand gallons comes to about Rs. 8.00 which is on the high side. The Committee hope that this matter would be looked into by the Government.

6.32. Yet another important factor which merits careful consideration is the peeling sheds. The Committee understand that there are several peeling sheds in the rural areas which are mostly thatched sheds and are not hygienically maintained. The Committee would stress the need for setting up of good peeling sheds suitably equipped for hygienic handling and storage of marine fishes prior to their despatch to the main factories.

6.33. The Committee also suggest that, as far as possible, canning units should be set up along with the freezing units. This should ensure more economical working of the canning units.

6.34. Another matter which requires urgent consideration is the need for research and devising scientific methods for improving the techniques of drying fish by artificial methods.

D. Subsidiary Industries

6.35 It has been stated that the following are the subsidiary industries to the fishery industry:

1. Production of Fish Meal.
2. Extraction of fish body oil—preparation of paints, lubricating oil and printers' ink from fish body oil.
3. Extraction of liver oil.
4. Fish protein concentrate.
5. Bacteriological peptone.
6. Manufacture of useful products from prawn waste.
7. Ensiled products from trash fish.
8. Leather from shark skin.
9. Manufacture of shark fin rays.
10. Isinglass from the air bladder of fish.
11. Fish sauce.
12. Prepared foods like fish flake, fish soup powder, breaded fishery products, fish paste, fish concentrates and fish noodles.
13. Boat building.
14. Marine Engine manufacture.
15. Manufacture of mechanical fishing accessories like winches, gurdies etc.
16. Twine and rope twisting.
17. Net making.
18. Manufacture of floats and sinkers.
19. Manufacture of electronic fish detecting devices.

6.36 Asked about the steps that have been taken to develop each of the above subsidiary industries, the Ministry have, in a written note, stated as under:

(1) *Fish Meal.*—Investigation have been going on at the Bombay Unit of the Central Institute of Fisheries Technology to study the various aspects of preparation of fish meal. These studies also included the changes in the nutrition value of meals prepared from mixtures of miscellaneous fish. Necessary data on the production of fish meal from some of the suitable varieties of fish have been collected. Two 8 ton (raw fish) plants, one at Jaffarabad and another at Bombay, are now operating. Two bigger plants, one at Goa (20 tons) and the other at Malpe (35 tons) are not in operation due to shortage of raw materials at low price and other reasons.

It has been stated that with the increased efforts with mechanized fishing there is bound to be an increase in the landings of cheap varieties of fish. It is estimated that the amount of trash fish landed by a shrimp boat sometimes goes upto 70 per cent. Besides large quantities of sardine will be available along the Malabar Coast during seasons for reduction into fish meal. Along the Cape Comorin and Tuticorin Coasts large quantities of silver bellies are also landed during certain seasons. A unit for the production of fish meal from the latter species is already being established in Mandapam under the aegis of the Indo-Norwegian Project. At present landing centres are distributed far and wide so that no one centre can provide raw material for operation of a large fish meal plant. With the development of fishery harbours, the landings when concentrated will provide raw material. The present requirements are for the establishment of smaller units of ½ to 1 ton capacity of finished products per day at the various fish landing places.

(2) Fish body oil industry has been well established on the Malabar Coast, with an annual production of approximately 2000 to 3000 metric tons. The main source for this oil is oil sardine and the production is on a cottage industry level. The quality of the oil produced has been found to be poor so that the bulk of it is at present used for painting wooden fishing boats.

Investigations were taken up by the Central Institute of Fisheries Technology on the two important aspects of this problem viz. (i) standardisation of a method for the preparation of quality oil to such existing commercial condition now; (ii)) estimation of the possibility of preparing products for industrial purpose. As a result a method has been worked out, demonstrated and popularised. Detailed procedures have also been worked out for the preparation of water repellant paints, lubricating oil for marine engines, factice and printing ink from sardine oil.

(3) Three Shark Liver Oil extraction plants are already operating in the public sector (Bombay, Veraval, Calicut and Trivandrum). Work connected with the purification, concentration, factification and preparation of additional products are carried out in these factories.

(4) Fish protein concentrate—odourless fish flour for human consumption: A method for the preparation of odourless fish flour from both dressed and whole trash fish has been worked out by the Central Institute of Fisheries Technology. It is proposed to work this method in the pilot scale soon.

(5) Bacteriological peptone from trash fish: Methods have been worked in the Central Institute of Fisheries Technology for the preparation

of bacteriological peptone from dressed trash fish. The product is comparable to Difco samples which are at present imported. This method also is expected to be operated on pilot scale soon.

(6) The Central Institute of Fisheries Technology has been investigating on the utilization of large quantities of shrimp waste available from prawn freezing and canning factories. Methods have been worked out to extract pure protein, and compounds like glucosamine hydrochloride and cholesterol. The possibility of preparing animal feeds from prawn shell waste has also been established.

(7) The possibility of utilizing whole trash fish in a semiliquid form for use as poultry and cattle feed has been worked out and demonstrated to the trade by the C.I.F.T. The product is stable for over 2 years, is devoid of fishy odour and can be transported in cheap containers.

(8) The Veraval Sub-station of the C.I.F.T. has evolved a method for the preparation of high quality leather from shark skin.

(9) Work on the preparation of shark fine rays of exportable quality is being carried out at the Bombay Unit of the C.I.F.T.

(10) Preparation of isinglass is being carried out on a semi-commercial level in the Bombay region. The investigation connected with this product is being carried out by the Maharashtra State Fisheries Technology Laboratory, Bombay.

(11) The possibility of preparing fermented sauces from certain varieties have been proved by work carried out at the C.I.F.T. Unit at Calicut. Standardisation of the method for this is under way.

(12) In view of the large scope for export of prepared foods from fish investigations have been taken up by the C.I.F.T. As a result of these studies methods have been standardized for the preparation of fish flake, fish concentrates, fish paste, fish noodle, fish soup powder, and breaded fish products.

(13) Layout of boat yards have been prepared and provided and several yards have been established. Design of fishing boats have been made and are provided at a nominal cost to interested parties.

(14) Indigenously manufactured engines are being tested for quality and performance. Drawings showing installation details are provided to builders and other interested parties.

(15) Designs of winches and gurdies with the power take-off arrangements are being provided to manufacturers as well as boat owners.

(16) Specifications of twines and ropes with different materials have been drawn up and are provided to manufacturers as well as other interested parties. Advice is also being given for the proper layout of twisting

factories. Materials are also tested in the laboratory for the quality standards.

(17) Designs of various classes of nets have been made and are supplied to interested parties at a nominal cost. Advice is also given for the machinery and the proper layout of the net making plants.

(18) Specifications of floats and sinkers were being provided to manufacturers and material manufactured were given tested for quality standards.

(19) Specifications and drawings of electronic equipments were being provided to the manufacturers. The equipments made were also being tested in the laboratory and suggestions made for improving the efficiency of each equipment.

6.37 The Committee wanted to know how far research at the various research centres is industry-oriented. In a written note, the Ministry have stated that all the Fishery Research Institutes conduct research with a view to apply the results to the fishery industry. The Central Marine Research Institute besides studying the biology of the fishes and analysing the oceanographical data, also collects the statistics of catches and biologically interprets the nature of the fishing ground covered by the deep sea fishing exploratory vessels of the Government of India. The entire research is oriented to prediction of the fishery in the future and the potentialities of the various areas.

6.38 The Central Inland Fisheries Research Institute undertakes research on all aspects of inland fisheries including development of induced breeding techniques and improved methods of fish culture and exploitation.

6.39 The Central Institute of Fisheries Technology is in direct touch with the fishing and processing industries, observing the day to day problems and solving them experimentally as well as on commercial scale in collaboration with the private industry. The research work relates to designing of new types of boats, giving direction to boat building-yards regarding the suitability of various materials to be used, evolving new techniques and material in the use of construction of boats and gear, advising the processing industries on improved methods of handling and processing of fish etc.

6.40 As to the steps taken to make research industry oriented, it has been stated that these include the following:

(1) Giving facilities to research workers at the CMFRI to conduct oceanographical study by permitting them to go on board the vessels of the Government of India, State Governments and INP.

(2) Publication of the results of exploratory fishing in the local languages to give the widest publicity possible to help private industry to take up fishing.

(3) Demonstration of improved techniques in fish culture to the public and issue of pamphlets for the general use of public.

(4) Helping the research workers at the CIFT to be in close contact with the private industry and providing all the necessary equipment for conducting research on specific problems confronted by the industry.

(5) Setting up Sub-stations and Units in various parts of the country so that research may be oriented to solving the local problems of the industry.

6.41. The Central Institute of Fisheries Technology looks into the problem of fishery industry in particular. The Institute consits of two branches, namely, Craft and Gear; and Processing. Between them all the technological problems of the fishery industry are covered.

6.42. The Committee note the efforts being made by the Ministry to develop subsidiary industries of the fishery industry in the country. They would like to stress that by-products and the processes being developed by the research institutes, specially the Central Institute of Fisheries Technology, should be commercially exploited. The industry should be encouraged to utilise the techniques evolved by the Central Fisheries Research Institutes in the proper exploitation of the fishery resources. The Committee would suggest that in the research programmes of the technological research institutes under the Centre and the States, priority may be given to the development of such by-products as fish protein concentrates, bacteriological peptone, fish flake, etc., which have great potentialities for providing protein food to the under-nourished sections of the population. The Committee have already emphasised the need for intensifying research on fish protein concentrate in para 2.46. of their Thirty-Eighth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Technology, Eranakulam. The Committee hope that the Central Government would provide the necessary technical assistance to the States in the setting up of subsidiary industries.

E. **Financial Assistance (including assistance to cooperatives)**

6.43. The pattern of assistance given by the Central Government during the Third Five Year Plan was stated to be as follows:—

A. *State Plan Schemes*	*Grant*	
1. Education and Training . . .	*N.R.*	75%
	R.	50%
2. Reseach Surveys and Demonstration .	*Grant*	50%

3. Ice Plant and Cold Storage . . .	*Subsidy* to be shared equally by Centre and States	25%
	Loan	75%
4. Mechanisation of fishing boats (for engines only)	*Subsidy* to be shared equally by Centre and States	50%
	Loan	50%
5. Provision of landing and berthing facilities at minor operations . . .	*Loan*	50%
	Grant	50%
6. Inland fisheries—Distribution of fry and fingerlings and stocking of fish . .	*Grant*	50%
B. *Centrally Sponsored Schemes*		
Loans to Fisheries Cooperatives . .	*Loan*	100%
C. *Statement showing pattern of Central Assistance for various schemes under Crash Programme.*		
(*i*) Landing and Berthing facilities . .	*Grant*	50%
	Loan	50%
(*ii*) Approach Roads	*Loan*	100%
(*iii*) Refrigerated Transport	*Grant*	25%
(*iv*) Cold storage and processing facilities	*Loan*	75%
(*v*) Agencies for financing production, processing and marketing	*Loan*	100%
(*vi*) Inland Fisheries	*Grant*	50%
(*vii*) Training	*Grant*	100%
(*viii*) Supervisory staff . . .	*Grant* The balance to be met by the State.	50 %

6.44. The Ministry have stated that now the pattern of assistance from the Central Government to the State Government for all fishery development schemes in the State sector is 20 per cent grant and 30 per cent loan. The Central Government gives 100 per cent grant to the State Governments for development of minor fishing ports. There is no provision for *grant for fishing* vessels or fish processing plants to private enterprise.

6.45. The Working Group on the Fourth Five Year Plan for Fisheries has emphasised the need to make available adequate capital for rapid expansion of the fisheries industry through governmental sources. "This is of vital importance if fisheries were to be emancipated from the present condition under which the fish wholesale merchants and the village money-lenders provide limited finance to the fishing industry, aimed primarily at keeping the primary producers at the subsistence level. The position is further aggravated by the reluctance on the part of banks to provide financial accommodation to the entrepreneurs (both private and cooperative) who may be willing to take up large development projects. The Working Group recommended that in addition to provision of capital, development expenses including working capital should also be made available for the industry." The Working Group further emphasised the need for early decision in regard to the agencies which would provide additional capital to the industry, as well as the rate of interest on par with agricultural loans.

6.46. The Central Board of Fisheries also, at its meeting held in December 1962, recommended that the capital required for the fishing industry should be made available on par with agriculture. Another alternative recommended was to give Government guarantees for the loans obtained from the banks by industry.

6.47. At its meeting held in November, 1965, the Board recommended that the pattern of financial assistance to the Fisheries Cooperatives as in the Third Plan should be examined in greater detail for continuance in the Fourth Plan or for modification in such a manner that financial assistance from the Government and the banks were made available for fisheries cooperatives in time as in agriculture or industry.

6.48. In a statement showing action taken on the recommendations made by the Central Board of Fisheries, the Ministry have stated that the pattern of assistance to fisheries cooperatives was taken up with the Planning Commission which did not agree for retention of the scheme as Centrally sponsored Scheme. As such the scheme has been transferred to the State Sector.

6.49. As regards the question of providing credit to the Fisheries Co-operatives on par with the Agricultural Cooperatives, the Ministry have stated in a written note that the matter was taken up again and again with the Reserve Bank of India and in a reply in June, 1966 the Reserve Bank had stated that according to the recommendations made by the Study Group on Fisheries Cooperatives, working capital requirements of Fisheries Co-operative Societies should be made available by the Government as provided for in the Fourth Plan. The Reserve Bank, therefore, felt that the question of treating the Fisheries Cooperatives on par with the Agricultural Coopera-

tives in the matter of provision of credit facilities at low rate of interest by making necessary amendment to the Reserve Bank of India Act does not arise.

6.50. In a written material furnished to the Committee, it has been stated that "during the Third Five Year Plan, a provision of Rs. 100 lakhs was made under a Central scheme entitled 'Loan to Fisheries Cooperatives' in order to provide loan assistance to fisheries cooperatives through the State Governments for undertaking large-scale operations in fisheries, fish processing and fish marketing. The scheme was operated as a Centrally-sponsored scheme. The fisheries cooperatives were requested to formulate commercially feasible schemes and send them through their State Governments to the Government of India for technical approval and sanctioning of the loan. Since certain criteria were laid down for eligibility to the loan, the State Governments strengthened the share capital and toned up the organisational set-up before recommending the cooperatives to the Government of India for grant of loans. Several cooperative societies in Gujarat, Maharashtra, Mysore, Andhra Pradesh and Orissa were benefited by the scheme and the total expenditure incurred during the Third Five Year Plan was Rs. 72.77 lakhs."

"The assistance provided by the Government of India during the Third Plan gave a fillip to the cooperative movement in fisheries. No provision has been made for Central assistance to fisheries cooperatives during the Fourth Five Year Plan." It has further been stated that "an attempt has been made to obtain loan from the Agricultural Refinance Corporation at least for a few viable units already proved successful in the cooperative field for selected items. A loan of about Rs. 89 lakhs has been secured by a fisheries marketing federation in Mysore State and similar approach is being made by the fisheries cooperatives in other States like Gujarat, Maharashtra, Andhra Pradesh, Madras, West Bengal, etc. The finance available from the Agricultural Refinance Corporation is limited in scope and would only partially meet the credit requirements of the fisheries co-operatives in the context of the expansion envisaged during the Fourth Five Year Plan. It is also envisaged that 50 per cent of the production and marketing of fish in the country would be carried out through fisheries cooperatives as against about 3 per cent during the Third Plan period. The final solution for obtaining credit by the fisheries cooperatives would no doubt depend on the availability of financial accommodation from institutional sources and such an accommodation will not have the necessary impact unless fisheries is recoginised as a seasonal operation under the purview of the Reserve Bank of India Act."

6.51. Asked to state the present position regarding the provision of *pital* to the industry and to the cooperative sector, the representative of

the Ministry has stated during evidence that the Reserve Bank has agreed to raise the credit limits of Central Cooperative Banks to meet the requirements of properly functioning cooperatives. For the purpose of institutional financing for large fishery trawlers, the Reserve Bank has agreed to give hire-purchase and deferred payment terms through the commercial banks. The Reserve Bank will give loans to commercial banks on 5 per cent rate of interest and the commercial banks would charge 7 per cent interest from the entrepreneurs. He has further stated that commercial banks cannot take up individual cooperatives but they have agreed that if Central Cooperative Banks are prepared to take finance from them on compact area schemes they may be able to finance them. He has assured the Committee that fisheries will now be taken as part of the agricultural development. Details are now being settled with the banks.

6.52. In this connection, it would be worthwhile to specify the types of assistance given by some of the advanced countries for the fishery industry:

NORWAY:

Loans are granted from the fishery bank which is a State Corporation having the objective of financing the fishing industry. The Bank makes loans to the fishing fleet for the following purposes:—

(i) Acquisition of new vessels;

(ii) Acquisition of second-hand vessels;

(iii) Necessary conversion of loans on vessels;

(iv) Rebuilding and repair of vessels and purchase of equipment;

(v) Purchase of gear.

Loans on vessels are secured by mortgage—first or second—in the vessel and by a lien in her insurance policy. Loans for the purchase of gears are secured by mortage which comprises all the gears the applicant owns at the time of his application as well as that which he acquires later on. The period of repayment for loans on first mortgage on wooden vessels is 12 years. For the second mortgage loans the Bank may exempt the borrower from repayment in the first two years, after the loan has been granted.

Loan on vessels, first mortgage, 3½ per cent interest.

Loan on vessels, second mortgage, 2 per cent interest.

Loan on gear and equipment, 3¾ per cent interest.

JAPAN:

The Agriculture, Forestry and Fisheries Finance Corporation is empowered to make the loans. Loans for improvement, construction or purchase of fishing vessels may be made to co-operatives including both co-operatives engaged in fishing and credit co-operatives and to individuals or firms engaged in fishing. Loans may be made to individuals and undertakings other than co-operatives only if their number of regular employees is under 300 and the gross tonnage of fishing vessels operated is below 1000 tons. Loans may also be made for acquisition of ropes and nets, made of synthetic fibres.

Loans must normally be repaid over a period of 10 years or less, usually at an interest of 7½ per cent per annum. No repayment of principal is required during the first 2 years. Loans are usually limited to 60 per cent of the cost of the project and a maximum limit for loan has also been fixed.

Loans to co-operatives and other undertakings are normally secured by mortgage of the vessel and by a personal guarantee from the Directors whereas loans to individuals are normally secured by mortgage of assets of comparable value and by a personal guarantee from at least 4 persons.

U.S.A.

Loans are made by the Secretary of the Interior or his authorised representative under the Fish and Wild Life Act 1956. The Act created the Fisheries Loan Fund and it is used as a revolving fund. Any person in any State of U.S.A. is qualified for financial assistance if such a person:

(i) owns a commercial fishing vessel of United States registry;

(ii) owns any type of commercial fishing gear;

(iii) owns any property, equipment or facilities useful in conducting research into basic problems of fisheries;

(iv) is a fishery marketing co-operative engaged in marketing of catches of fish or shell fish by the Members.

Loans may be made for financing and refinancing operations, maintenance, replacement, repair and equipment of fishing gears and vessels, etc.

The loans will bear an interest of not less than 3 per cent per annum.

U.K.

Grants for acquisition of new fishing vessels upto 140 feet in length and new engines are granted under White Fish and Herring Fish Industries

Act, 1953. The Herring Industries Board and the White Fish Authority operate the grants. The normal rate of grant is 25% of the expenditure incurred in acquiring a new vessel or a new engine or for conversion of old vessels to oil-firing or diesel propulsion. Grant is generally upto £ 15,000, but grants are made upto £ 30,000 per boat. Loans are normally limited to 60% of the cost of a vessel, engine or conversion. The period of repayment varies from 5 to 15 years. Sixty per cent loan is also granted for nets and gears.

FRANCE:

Decree No. 54—306 of 18th March, 1954, as amended by Decree No. 55—192 of 20th January 1955, governs the grants and loans provided by the Government for modernisation of fishing boats. Lump-sum grants are provided to French Shipyards for building and repair of fishing boats of over 50 tons, in order to cover the difference between the cost of ship building in France and in other countries. A loan of 75% is provided for construction of boats, purchase as well as acquisition of new nautical instruments, ship building materials and engines.

6.53. The Committee note that the pattern of Central Government assistance during the Third Plan was 50% grant generally on all schemes except on the scheme "Loans to Fishermen's Cooperative Societies" which was a Centrally sponsored scheme and on the scheme for mechanisation of fishing boats for which a grant calculated at 50% of the subsidy allowed to engines was given. The Committee also note that the quantum of assistance has been scaled down further after the termination of the Third Plan period, the present quantum of assistance being only 20% grant and 30% loan. There is also no provision for direct Government grant for fishing vessels or fish processing plants to private enterprise. The Committee feel that the present scale of Government assistance is inadequate and it has to be considerably augmented so as enable the States to undertake the development activities envisaged during the next Plan period. They also consider the present arrangements in regard to provision of credit to the industry and to the Fisheries Cooperatives are not satisfactory. They suggest that new methods of financing fishing industry should be explored including, if necessary, the establishment of fisheries credit banks or corporations as are in operation in some of the advanced countries.

6.54. The Committee note that the Reserve Bank has very recently agreed to give credit to private entrepreneurs through commercial banks. They hope that the details of the terms of credit to be extended by the Reserve Bank to the commercial banks in this regard would be finalized at an early date so that the fishery industry can obtain the much-needed finance for purchase of large fishing vessels.

6.55. As regards finances for the Cooperative Societies, the Committee would urge that till other suitable and firm arrangements for meeting the financial requirements of the cooperative sector are made, the Central Cooperative Banks should be encouraged to meet the working capital requirements of Fisheries Cooperative Societies and for this purpose the Reserve Bank should raise, at an early date, the credit limits of such banks so as to enable them to meet the requirements of Fisheries Cooperatives.

F. Fisheries Cooperatives

6.56. In a written note furnished to the Committee, it has been stated that during the Third Five Year Plan the number of societies increased from 2,538 to 3,177 and the number of members from 2.68 lakhs to 3.21 lakhs. The turn over also increased from Rs. 1.44 crores to Rs. 3.31 crores. Apart from the general improvement registered in the working of the cooperative societies, many societies had taken up remunerative schemes for production, processing and marketing including export. The diversification of their activities in various fields of fisheries industry has also infused certain degree of confidence in the cooperative societies and there is a general trend to take up large ventures with substantial outlay provided adequate institutional finance is available.

6.57. It has also been stated that "it is also envisaged that at least 50% of the production and marketing of fish in the country would be carried out through fishery cooperative as against 3% during the Third Plan." The following measures have been taken by the Government to achieve 50% targets of production through cooperatives:

(i) The State Governments have been advised to eliminate uneconomical cooperative societies and revitalise the societies which have potentialities and bring into being additional units of 1,900 inland societies, 1,500 marine (indigenous) societies, 100 marine (mechanised) societies, and 220 marketing federations.

(ii) Special efforts are being made to organise cooperatives in and around fishing harbours, reservoirs, lakes, bheels, irrigation tanks etc.

(iii) The organisation of cooperatives would take the form of primary societies, federations and apex societies. Ten to fifteen primary societies would be covered by a marketing federation and these federations would be located at places where marketing potentialities exist. The primary societies would be organised in contiguous areas and the primary as well as marketing societies would cater to the entire economic need of the fishermen community in the area without leaving any gap or the fishermen to stray away from the cooperative fold.

(iv) To facilitate increased production, not less than 50% of the provision for the development of fisheries during the next Plan would be

made available to the Cooperatives. In practice the State Governments have been endeavouring to spend as much provision as possible through cooperative societies.

6.58. The Committee have been informed that in some of the States like Bihar, U.P., West Bengal, Madhya Pradesh, Orissa etc. the fishery cooperatives are entirely under the control of Cooperation Departments. In other States like Madras, Kerala, Mysore, etc. the Fishery Departments administer the cooperative societies with the help of a Cooperative Cell for which staff have been drawn from the Cooperative Departments. Although the fishermen cooperatives can be administered entirely by the elected members of the Board of Directors, it has been found that in the initial stages it is necessary to guide the cooperatives and have control over the functions by appointing Government officials *as ex-officio* Presidents and Secretaries of the Societies. This has also been found necessary due to the fact that if the cooperatives are left to themselves, the vested interests like merchants and middlemen gain control over the cooperatives to the detriment of the cooperative movement itself. After an initial period of three to five years, many of the cooperatives manage their own affairs but they are constantly guided in the technical aspects of the programmes undertaken by the Cooperatives. Since large share of the credit made available to the Cooperatives is from the Government certain amount of Governmental control has been found necessary.

6.59. The Committee have also been informed that the Study Group on Fishery Cooperatives has recommended that at least 3,500 primary societies each with 150 members, covering about 5.25 lakhs fishermen comprising of more than 60% of the active fishermen population in India should be organised during the Fourth Five Year Plan. The Study Group has also recommended that a comprehensive survey should be undertaken by each State Government to identify the viable and non-viable units and strengthen them financially and organisationally.

6.60. In a written note furnished to the Committee, the Ministry have stated that in accordance with the recommendations of the Study Group on Fisheries Cooperatives, the State Governments have been advised to undertake such a survey.

6.61. The Committee attach considerable importance to the development of cooperatives for undertaking distribution of fishery requisites, manufacture of nets, processing of fish and marketing. The cooperatives can also play a useful role in the field of boat building. The Committee consider it imperative that efforts should be made to revitalise the primary societies and link them up with marketing federations. Maximum possible credit should be given to the primary societies through the marketing

federations so that the cooperatives are not compelled to seek loan from merchants and middlemen to the detriment of the cooperative movement itself.

6.62. The Committee commend the efforts made by the Ministry to achieve 50% targets of production through cooperatives. They hope that the Ministry would keep a continuous watch over the progress of the co-operative societies in the States and assist the State Governments in the technical aspects of the programmes undertaken by the cooperatives.

6.63. The Committee would like to stress in this connection the need for careful approach in the matter in order to ensure that the people genuinely engaged in fishing and fisheries are benefited through the co-operatives and middlemen, profiteers and other foreign elements are kept out of such societies.

6.64. Now that the Reserve Bank has agreed to provide increased capital to the Central Cooperative Banks for financing fisheries cooperatives, the Committee hope that it would be possible for the State Governments to strengthen the non-viable units financially and organisationally so that there may be a general levelling up of the fisheries cooperatives in the States.

G. Marketing of Fish

6.65. The Committee desired to know the existing arrangements for marketing of fish within India and whether these were adequate; and the steps taken to ensure that as far as possible genuine fishermen benefited from the system of distribution and marketing of fish. In evidence the representative of the Ministry has stated: "Marketing is still mostly in the hands of middlemen mostly. Cooperative marketing as such is only making a very slow progress. States have encouraged the fishermen's cooperatives by giving them preference in getting the facilities to put up storages or utilising Government storage, transport, refrigerated sealed cabinets etc. But cooperative marketing as such is not developing with all these facilities given to the cooperatives. In the fisheries marketing, the middlemen have a very large say today in the country and the problem is how to get over this. We cannot say we have even succeeded anywhere—I mean the position is bad."

6.66. Asked to clarify whether in the development of cooperative marketing the bottleneck existed at the State Government level or elsewhere, the representative has stated in evidence: "The catching is in one area, marketing is an another area. Cooperatives are localised. That is fishermen of a certain area catch the fish. They have to take the help of somebody else, or their organisation should move locally to another

centre, to sell. Now unless there is a sort of all India cooperative fisheries organisation, or a federal unit, or a thing like that, which can help each other on the marketing side and the fishing side, it is difficult for a localised unit to go and sell in another area. Then they have to go and compete in an established market where already the middlemen have got some sort of a monopoly in the area. In fact they control the fish. For example, even when the Cooperative Societies in Chilka Lake wanted to go to Calcutta and sell it, we did try but we failed miserably, because as soon as this fish went, the market was pushed down, or the fish was not removed in time. So we had to lose. We are working against very powerful units. That is why even with all this idea of Central Fisheries Corporation trying to help them, the progress is very slow. The cooperatives are not linking up with us and secondly even the few who are coming forward, are being weaned away by middlemen who are coming actively in the picture and offering a slightly higher price. Ultimately they fall into the trap. The basic problem is this. Not only in fisheries cooperatives, in all producers cooperatives in the agriculture sector, the producers cooperatives and the consumers cooperatives have not linked up. Even today this is the position. And our problem has been how to get these two to come together. Something like that we have attempted here in the Central Fisheries Corporation and also in the State Corporations. Even then things are not moving very satisfactorily."

6.67. In the course of their study visit to Calcutta in October, 1967, the Study Group of the Estimates Committee were informed that fishery cooperatives in West Bengal had been formed with groups of fishermen living generally in around a number of tanks situated in close proximity of one another. But most of the fishermen were so poor that they could not even buy a single share to become members of the societies. Another bottleneck in the way of successful implementation of the cooperative scheme had been the dearth of executive officers with managerial talent, leadership, knowledge of working of corporate business etc. A further snag in the operation of the scheme had been want of proper linking of primary with central societies. In many societies the hold of middlemen is so great that the main benefit goes to a few. Such malpractices can be checked if there are efficient executive officers.

6.68. In this connection the question of supply of fish to the Calcutta market and the need to reduce the high sale price came up for discussion. The Study Group had been informed that the quantities of fish procured by the Central Fisheries Corporation had been very modest in comparison with the total demand and usual supply in the Cacutta market. It had, not, therefore, been able to create any impact by and large on the price structure. It has been felt that the monopolistic ring of the wholesalers in the fish market could only be broken when they would be in a position

to procure significant quantities of fish at reasonable rates and market them in Calcutta. The organisation had been tapping sources throughout the country and had been directing their efforts largely towards undertaking measures both long term and immediate to increase supplies. They expect that by obtaining lease of more reservoirs throughout India for exploitation and by opening of stalls in the Calcutta market and in the city of Calcutta, they would be able actually to overcome the difficulties and attain the objectives for which the organisation had been set up.

6.69. The Committee note the efforts being made by the Central and State Governments to improve the marketing and other facilities for the fishermen through cooperative societies. In the opinion of the Committee, however, many of the cooperative societies are not well-organised; nor many of the people who are members of the cooperative societies well-educated; and most of them have not the economic stamina to run the societies effectively. These appear to be some of the built-in difficulties of fishermen's cooperatives. The Committee, therefore, feel that what the Government will have to do in the matter is to build up the organisation from above and the organisation should trickle down from above to the lowest level so that the system can be more broad based and more securely and economically organised to bring in maximum benefit to the poorest sections of the fishermen.

6.70. As regards supply and marketing of fish to Calcutta, the Committee feel that the impact of the Central Government organisation in increasing supply to the Calcutta market and thereby breaking the monopolistic ring and the ruling high prices of fish in the market has not at all been significant. To achieve this object, a net work of reservoirs and other sources throughout the country has to be established for exploitation. Efforts are also to be made to open departmental stalls to curb the prevailing high prices. They hope the energy of the authorities concerned would be directed to this end.

CHAPTER VII

MOVEMENT OF FISH BY RAIL

7.1 Considering the need for expending market facilities for catches from production points which had developed in the country, the Government decided to provide quick transport facilities for fresh fish to be transported over long distances and to have six refrigerated rail vans on an experimental basis during the Second Five Year Plan. The refrigeration equipment was received from T.C. M. as a gift and the Government of India incurred the expenditure on construction of the chasis and the body at its own cost. Six refrigerated vans each with a capacity of 15 tons payload and with facility to maintain the temperature at 32°F ± were put into operation on different potential routes. It has been stated that after trials on a number of routes some of which proved uneconomical due to difficulties in attaching these vans to convenient and fast trains and due to slow response from the merchants, the vans are now being successfully operated in Calicut-Madras, Vijayawada-Calcutta and Palasa-Calcutta routes. The average load per day is more than the quantity anticipated and all the vans are utilised to full capacity. Originally, these vans were intended to be run entirely by the Ministry of Food, Agriculture, Community Development and Cooperation under the operational charge of the Ministry of Railways but, later, by 1965, the entire responsibility of running and maintaining the vans was handed over to the Railways.

7.2. Until the first April, 1965, the Ministry of Food and Agriculture was required to make good the loss in operation. At an inter-departmental meeting held in 1964, the entire question was reviewed and it was decided that while the capital cost of the vans would be made by the Ministry of Food and Agriculture, the vans would be handed over to the railways thereafter and no further payment should be made to them on account of the operational losses.

7.3. During the Third Five Year Plan, a provision of Rs. 90 lakhs was made for construction of 20 similar refrigerated vans. It has been stated that due to certain difficulties like difficult foreign exchange position and delay in arrival of equipment ordered abroad, it resulted in slow progress of the construction of the vans with the result that not more than 3 vans could be ordered during the Third Five Year Plan.

7.4. The Committee understand that out of three vans ordered, one has already been supplied and two are expected to be supplied very soon.

7.5. It has been stated that during the Fourth Five Year Plan, a provision of Rs. 100 lakhs was proposed for constructing 22 vans—16 for chilled fish and 6 for frozen fish. The estimate of 22 vans has been arrived at as follows:

Route	Type of Van	Type of Refrigeration	No. of Vans
1. Bombay-Calcutta	BG	Chilled	3
2. Delhi-Calcutta	BG	Chilled	3
3. Madras-Calcutta	BG	Frozen/Chilled	3
4. Mangalore-Madras	BG	Frozen/Chilled	3
5. Cochin-Madras	BG	Frozen/Chilled	2
6. Mandapam-Madras	MG	Frozen/Chilled	3
7. Tuticorin-Madras	MG	Frozen/Chilled	3
8. Veraval-Delhi	MG	Frozen/Chilled	2
		TOTAL	22

7.6. It has been stated that on account of the same factor which prevented rapid construction of the refrigerated vans during the Third Five Year Plan, and on the advice of the Ministry of Finance, provision was made for only three vans during 1966-67 for which orders were proposed to be placed on the Ministry of Railways.

7.7. The Committee wanted to know the present position in regard to the supply of three refrigerated vans required during 1966-67. In a written note, the Ministry have stated as follows:—

"The question of constructing three vans as first step in the programme for construction of twenty-two vans during the Fourth Five Year Plan period was taken up with the Railway Ministry in June, 1966. The matter was simultaneously taken up with the D.G.T.D. in regard to clearance of import of refrigeration units. The D.G.T.D. suggested in this connection that certain firms should be contacted to ascertain whether they could manufacture the refrigeration units. The Ministry of Railways were then requested to finalise the designs of the vans and the specifications of the

refrigeration equipment taking into consideration the possibility of the units being indigenously manufactured. The Ministry of Railways explored the feasibility of having the refrigeration units manufactured in the country and various measures were taken by them in this connection. The matter was finally placed by them before the Air-conditioning and Refrigeration Council of India for consideration at its 14th meeting held in Madras in January, 1967. The Members of the Council were requested to indicate whether they could undertake construction of the refrigeration equipment of the required specifications. In February, 1967 the Ministry of Railways intimated the Department of Agriculture that M|s. Kirloskar Pneumatics who have collaboration arrangement with M|s J. Store and Company had intimated the Ministry of Railways that they would be able to get the equipment fabricated. The Ministry of Railways, therefore, proposed to pursue the matter further on these lines. Since it was clear from this indication of the position that there was no clear prospect of indigenous manufacture materialising within a reasonable period, the Department of Agriculture took up the matter with the DGTD in March, 1967 and recommended strongly that import of three refrigeration units should be permitted immediately. The position in regard to the progress made by the Ministry of Railways in arranging for the indigenous manufacture of refrigeration units was explained to the DGTD in this connection. In this context the DGTD agreed in April, 1967, to the import of three refrigeration units. The import of refrigeration units also involved allocation of foreign exchange. When the Department of Economic Affairs (Ministry of Finance) was approached, that Department again suggested that the indigenous resources for the fabrication of refrigeration equipment should be tapped and if import becomes inevitable, rupee payment sources should be tried. The Ministry of Railways who had been exploring the possibility of getting the equipment fabricated, intimated that M|s. Kirloskar Pneumatics Limited, Poona have agreed to fabricate this equipment on placement of firm orders and have offered delivery within 7 to 8 months of the placement of orders. Since efforts were being made to explore the possibilities of indigenous fabrication of the refrigeration equipment, no orders could be placed with the Ministry of Railways in 1966-67. Orders have been placed now for three vans in 1967-68. The construction of vans in the remaining years of the Fourth Five Year Plan will be so program-

med that the targets of 22 vans laid down for the Fourth Plan are achieved by the end of the Plan. The main difficulty was in regard to refrigeration equipment. If the indigenous unit is satisfactory, there should be no serious difficulty in achieving the target. The problem in such cases is that import is disallowed when there is some indigenous production or indications of possible indigenous production. In similar circumstances, in the case of trawlers this Department had proposed that to serve the twin purpose of developing fisheries and fostering indigenous trawlers construction industry, a proportion of the trawlers should be imported—the balance of the requirements being obtained from the still untested indigenous industry. In view of the difficult foreign exchange position and the emphasis on protection of developing indigenous industry, this approach does not find general acceptance in the various Ministries concerned with the determination of import policy .....

It is expected that all the three vans will be available for operation by the end of this year. One van will be put on the Calicut-Madras route and the other two which are metre gauge vans will be put on the Veraval-Delhi route."

7.8. The Ministry have also stated that, "the slow progress in the execution of this important scheme is, therefore, due to difficulties in obtaining refrigeration equipment from abroad resulting mainly from an appraisal of indigenous manufacturing capacity which was not ultimately realised. If, however, indigenous production of the refrigeration equipment is taken up this year and the Ministry of Railways are in a position to undertake construction of the remaining 19 vans in a phased manner before the end of the Fourth Five Year Plan, the target will be achieved."

7.9. With regard to the three vans which were required during the Third Plan period, the representative of the Ministry has stated in evidence that "We have not at all made satisfactory progress in the construction of Railway vans. We placed the orders on the Ministry of Railways in 1962 and only about two months ago the Ministry of Railways indicated that one van is ready and the other two vans will be given to us within a month or two. It has taken very long time."

7.10. As regards the three vans which are required in 1967, the representative of the Ministry has stated in evidence: "It is because of this difficulty about the indigenous manufacture versus imported units that this thing has been delayed for the last two years. Because of the difficulty of refrigeration unit, the Railways were saying that they would be able to take up only three vans. We will now take up the matter with them and ask them why cannot they take more vans since the indigenous industry can supply these units."

7.11. The Committee regret to note that the question of providing facilities for quick transport of fresh fish in refrigerated rail vans has not been viewed with a sense of urgency. They are unhappy to note that although 20 refrigerated rail vans were required during the Third Five Year Plan, orders for only three vans could be placed and out of this only one van has so far been supplied. The position regarding the supply of vans required during the period ending 1970-71 is no better. Against the requirements of 22 refrigerated rail vans, the Ministry could place orders, after protracted correspondence and discussion with various authorities, for only three refrigerated rail vans during 1967-68, although initially they were required to be ordered during 1966-67.

7.12. While the Committee appreciate that indigenous capacity should be fully developed and utilised for the manufacture of refrigerated rail vans, they are of the opinion that no embargo should be placed on the import of refrigeration equipments if it is realised that it is beyond the capacity of the indignous manufacturers to deliver such equipments. The Committee are doubtful if at the present rate of progress the Ministry would be in a position to obtain 22 refrigerated rail vans during the period ending 1970-71. The Committee would, therefore, suggest that a phased programme may be drawn up for the supply of refrigeration equipment for the remaining 19 refrigerated rail vans, both from indigenous sources as well as from abroad, after taking into consideration the production capacity of the indigenous manufacturers to supply refrigeration equipments of the desired specifications.

7.13. In a written note furnished to the Committee in regard to the arrangements made for the transport of fish on the Southern Railway, it has been stated as under:—

> "At present fish traffic is offered in bulk from stations on Calicut-Shoranur section to Madras and Cochin. Fish traffic is loaded in a bogie parcel van daily at stations on Calicut-Shoranur Section. This bogie parcel van is despatched by No. 62 Kasergod-Shoranur Passenger from Calicut to Shoranur and onwards by No. 2 Mangalore-Madras Mail from Shoranur to Madras daily. On two days in the week this bogie parcel van is replaced by a refrigerated van from Calicut to Madras on Mondays and Thursdays. The refrigerated van contains two compartments of 7.5 tonnes capacity each. Out of the two compartments one is utilised for the transport of fish booked from stations on Calicut-Shoranur section intended for consumption at Madras. The other compartment is utilised for the transport of other perishable traffic like jack fruits, green ginger etc. from stations on West Coast to Madras. In the return journey from Madras to Calicut there is no traffic

offering with the result the vans run practically empty by passenger trains throughout the year.

Fish traffic offering from stations on Calicut-Shoranur section and bound for Cochin area is cleared in a bogie parcel van and despatched by No. 30 Mangalore-Cochin Express upto Shoranur and onwards by No. 564 Passenger to facilitate unloading at all stations since a large number of canning industries are spread out on this section. In the return direction the bogie parcel van is returned by No. 29 Cochin-Mangalore Express.

In addition to the above traffic there is some quantity of fish traffic from Mettupalaiyam, Mettur Dam and Bangalore City to Howrah side loaded and despatched in train service bogie parcel van and bogie III with brake and luggage by No. 20 Cochin–Madras Mail and No. 8 Bangalore-Madras Mail. The fish is re-iced at Madras Central and transported to Howrah in train service luggage van daily by No. 38 Madras-Howrah Janta Express.

Other fish traffic offering in small quantities from Mandapam area to Madras is cleared in train service luggage van during the season.

The Central Ministry of Food and Agriculture and Governments of Kerala and Mysore States have suggested introduction of refrigerated van service for transport of fish on the following routes:

(i) From Calicut to Howrah.

(ii) From Mangalore to Madras/Bangalore.

With the two refrigerated vans available on this Railway it is not possible to extend the service to any other routes. When edditional vans become available the proposal will receive further consideration."

7.14. The Study Group of the Estimates Committee which visited Madras during September, 1967, were informed by the General Manager of the Southern Railway that the average time taken for the movement of fish from Mettur Dam and Mettupalaiyam to Howrah is about 60 hours. The Committee wanted to know whether it would be desirable to transport fish in faster trains so that they reach destination stations in shorter periods of time. The Ministry in a written note have stated that it would be desirable that fish should always be

transported in faster trains. This has been general problem in all the Railways and a satisfactory solution has not been arived at as the Railways are unwilling to sacrifice the running time by allowing extra time for loading and unloading of fish. The only practicable approach is to make one of the faster trains to be alowed for fish traffic.

7.15. The Committee note the present arrangements for the transport of fish on the Southern Railway. They feel that there is an imperative need for the provision of a refrigerated van service from Calicut to Howrah. It is also desirable to provide a refrigerated van service in place of the existing parcel van service in the Mangalore-Shoranur section for despatch of consignments to Cochin. The Committee hope that the Ministry would keep a note of the trends in fish traffic while introducing refrigerated rail vans in the various sections of the Southern Railway. The Committee also suggest that the Ministry may take up with the Railways the question of attaching the refrigerated rail vans with some of the faster trains so that the fish consignments may reach the destination stations in the shortest possible time.

7.16. The Committee understand that present statistics in respect of earnings on fish traffic as well as from perishable traffic are not maintained separately. They suggest that the Ministry may impress on the Railways the desirability of maintaining statistics in respect of earnings accruing from fish traffic in all zonal Railways.

7.17. The Fish Seed Committee (1966) recommended the improvement in the existing methods of transportation of fish seed and breeders and improvement in the existing types of containers. They also suggested that Railway Board should be approached for providing sufficient number of special begies at all important State production centres and to provide more accommodation in faster trains. They further recommended that the Indian Airlines Corporation should be requested to alow concessional rates for air transport of seed and to provide more accommodation by faster planes. The Ministry of Transport and Communications should also be approached to provide necessary facilities for loading fish seed in private planes at Dum Dum Airport.

7.18. The Committee have been informed by the Ministry that the above recommendation of the Fish Seed Committee (1966) have been accepted by the Government. The Central Board of Fisheries has requested the State Governments to take necessary action. The Department of Agriculture has requested the State Governments to furnish the data on the quantum of fish seed which would be required to be transported from specific centres by air or by train and the destinations so that the matter

could be taken up with the Indian Airlines Corporation and the Ministry of Railways.

7.19. The Committee trust that the Ministry would process the data furnished by the State Governments concerned on the quantum of fish seed required to be transported by air or by trains to various destinations on a priorty basis and take up the matter with the concerned authorities at an early date.

CHAPTER VIII

EXTENSION ACTIVITIES

8. 1. It has been stated that the Research Institutes are publishing bulletins news-letters and other handouts embodying information of extension value. The Training Institutes under the Ministry are also making available the results of research through their training Courses. The Ministry are bringing out Indian Fisheries Bulletin and other occasional pamphlets embodying information considered useful to the industry.

8.2. Some of the States like Assam, Kerala and Madras have their own Extension Units for the dissemination of knowledge among the fisheries operatives. A note on the extension activities of State Governments is given in Appendix III. The Committee have been informed by the Ministry that almost all States have facilities for training officers including those working in the Community Development Departments so that the useful results of research may be applied through the field workers.

8.3. Asked to state what specific efforts had been made in making the results of research achieved in various Institutes available to the users the Ministry have stated that the nature of efforts during each of the last three years was similar and relates to the following:

(1) Extension work through Fisheries Extension Units directly under the Ministry, attached to the Central Institute of Fisheries Technology and State Governments.

(2) Training of personnel through, (i) Central Instiute of Fisheries Education, (ii) Central Institute of Fisheries Operatives, (iii) Training Centre attached to the Central Institute of Inland Fisheries Research, (iv) Marine Products Processing Training Centre and (v) Deep Sea Fishing Station (vi) other training institutes attached to State Governments.

(3) Publications: (i) Indian Fisheries Bulletin—quarterly, (ii) Central Inland Fisheries Research Institute Bulleting *mimeo*-occasional, (iii) Central Institute of Fisheries Education Bulletin *mimeo*-occasional, (iv) Central Institute of Fisheries Technology Newsletter *Mimeo*-quarterly, (v) Bibliography on Fisheries

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-*mimeo*-quarterly, (vi) Fisheries Extension Newsletter-*mimeo*-quaterly, (vii) Annual Reports of Research Institute|States. (viii) Pamphlet "Get more Fish."

(4) Advice by Central Institute of Fisheries Technology on fishing crafts and gears.

8.4. The Working Group on Fourth Five Year Plan on Fisheries considered it essential that the following pattern of organisation of extension services should be brought into existence as early as possible:

(1) A Central Directorate of Fisheries Extension with a panel of specialists in different subjects should be set up.

(2) An extension wing should be created in the Directorate of Fisheries of each State and there should be effective technical collaboration between the Central Directorate and the State Extension Wing.

8.5. The Committee have been informed by the Ministry in a written note that no proposal for a Central Directorate of Fisheries Extension is under consideration of the Central Government.

8.6. Regarding setting up of extension wings in the Directorate of Fisheries of each State, the Ministry have stated that the latest information is not available, but some States have organised extension wings through the regional organisation and training programmes.

8.7. The Committee have also been informed that ten Fisheries Extension Units were started by the Ministry in 1956-57 with a view to extend the results of research achieved in Fisheries Research Institutes to the fish farmers but these units were, as a measure of economy, wound up with effect from 31st March, 1967. The Central Government have no extension units at present. Although sufficient advance has been made in mechanised fishing and inland fish cultural practices, the States have not yet developed a system of extension services.

8.8. During evidence the representative of the Ministry has stated as follows:

".....the extension wings were removed but now we have decided that it is necessary to have the extension wings. We shall formulate it shortly and we hope to get it through."

8.9. The Committee are of the view that in an industry with undeveloped technology it is essential that the efficiency of extension service should

be maintained at a high level. They are unhappy that much attention has not been paid to the recommendation of the Working Group on Fisheries for setting up a separate wing of Extension Machinery. In this connection, the Committee would like to invite the attention of the Ministry to the recommendations made in paras 4.6 and 4.7 of their 36th Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Marine Fisheries Research Institute, Mandapam Camp.

CHAPTER IX

BETTERMENT OF FISHERMEN: WELFARE ACTIVITIES

9.1. In a note furnished to the Committee, the Ministry have stated that the planning of fisheries administration in the country has been made also to see to the betterment of fishermen. The directions in which special efforts have been made for ameliorating the conditions of firshermen are stated below:

Fishing Rights

9.2. Preference is given to fishermen cooperative societies working in inland areas in the matter of leasing out of State-owned water areas. In Andhra Pradesh, the fishermen get the fishing rights based on the average lease amount for the preceding three years. In U.P. the fishermen are given weightage of 12½ per cent over other bidders in the matter of auctioning of fishing rights. In Manipur, this concession is up to 25 per cent.

Relief to Fishermen

9.3. In States like Madras which lie in the cyclonic belt, marine accidents are frequent calling for immediate relief measures. For this purpose, the Director of Fisheries has been delegated powers to grant relief to fishermen who are involved in accidents caused by natural calamities, upto limit of Rs. 5,000 a year, the grant in each case not exceeding Rs. 100|-. Fishermen are also given relief for the loss of their craft and tackles, both in cash and in kind. 50 per cent of the amount thus advanced is treated as subsidy and the other 50 per cent treated as loan. Government of Madras has a distressed relief fund for the purpose of supplying provisions of food, clothing etc., in times of emergency. This fund is constituted by donations of fishermen cooperatives, donations from private parties, sale of flags, during fishermen week and other miscellaneous contributions. The operation of the fund is by committee with Minister of Fisheries as the Chairman and the Director of Fisheries as the Secretary-*cum*-treasurer. This relief is besides the relief given by Revenue Department.

9.4. When fishermen are lost in the sea, the assistance of Navy and Air Force is obtained in spotting the missing fishermen and their crafts.

The expenditure in this connection is generally borne by the Departments concerned.

Incentives to the children of poor fishermen in the matter of training

9.5. The incentives given by State Governments in the matter of training vary from State to State. In all cases the training is free and some monetary assistance is given to support the trainees during the period of training. The trainees undergoing training in the fishermen's training centres (marine) are given a stipend of Rs. 50|- per month and allowance on days when they go out on sea.

9.6. The Committee have been informed that the Government of Maharashtra have taken adequate care to train the fisher-youth in engine maintenance, navigation and modern mechanized methods of fishing by opening training centres in each maritime district and inducing them to attend the centres by giving them monthly stipends. Fisheries schools are also opened for their primary education. Higher professional training is given in the institutions conducted by the Central Government.

9.7. In Mysore the Fishermen's Training Centres at Honnavar and Gangolly for training fishermen in mechanised fishing and one inland Fisheries Training Centre at Krishnarajasagar established during the Third Plan, are to be continued during the Fourth Plan period and one more training Centre for marine fishermen is proposed to be started. Two more training centres in inland fishermen are also proposed.

9.8. The Draft Fourth Five Year Plan for development of fisheries in Kerala provides for increase in the number of trainees in each of the four existing training centres from 40 to 60 in each batch and the starting of a new centre at Neendakara. There is also a scheme for the training of 155 persons as master fishermen, engine drivers and second hands in the Central Institute of Fisheries Operatives.

9.9. In Andhra Pradesh, a training institute has been established at Kakinada in 1959 where fishermen are trained in modern methods of fishing and handling of mechanised boats. Trainees are paid a stipend of Rs. 65/- each every month during training. The course was originally of 6 months duration but since April, 1966, the duration has been increased to one year so that the fishermen may fully learn the maintenance of engines even for medium-sized boats.

9.10. In Gujarat the Government is running four primary fisheries schools at Baroda, Bhadbhut (Broach) Umarsadi and Kolak. So far, 2735 pupils have been taught in these schools elementary subjects with bias on fisheries. Fisher-youths are also trained at two training centres

run by the State at Veraval and Kolak. Till now, 492 trainees have taken advantage of these centres who after completion of the training are well-equipped to man independently the mechanised vessels.

9.11. In Madras, the Fisheries Department runs training centres for fishermen in all the maritime districts and an inland centre at Mettur Dam for training them in mechanised and modern methods of fishing, principles of navigation and handling of engines.

9.12. In West Bengal, short-term training is given to fishery operatives and departmental junior staff at Kalyani Research Station. It has been stated that adequate training facilities for fishery operatives are not available in West Bengal.

9.13. Advanced training to fisheries operatives is provided at the Central Institute of Fisheries Operatives, Ernakulam and sponsoring agencies, which are very often State Governments, are required to provide a stipend of Rs. 100 a month. Inland training courses, as a rule, do not provide any regular stipend. But, wherever such training courses are organised for the implementation of special programmes like UNICEF, stipends are provided.

9.14. In States like Mysore, Bombay and Madras primary and secondary schools are run by the Fisheries Department and a good number of the students receive financial assistance in addition to assistance like mid-day meal, milk etc. provided by UNICEF, CARE etc. The Bihar Fisheries Department is running 17 night schools for adult education. Some of the States like Kerala, who had earlier fisheries schools have transferred the schools to the Department of Education.

Housing, Medical and other facilities.

9.15. The inland fishermen are usually migratory in character and none of the inland States have any special schemes for housing, medical and other facilities. With regard to the marine fishermen, the necessity for providing such facilities has been accepted and schemes have been drawn up with this object in view. Kerala has drawn up a scheme for the construction of suitable types of quarters for fishermen. The Government is giving assistance upto Rs. 500 in the matter of acquisition of land and Rs. 900 for the construction of building, the fishermen having to contribute not more than Rs. 100, which itself can be tendered as labour. Although, originally each residential unit was to cost only Rs. 1000, it has now been proposed to revise the cost to Rs. 1500 a unit. The Madras Government have ready constructed, 240 houses for the accommodation of fishermen, each one costing Rs. 850. For this purpose an interest free loan of Rs. 300

and a subsidy of Rs. 550 has been given to individual fisherman. Proposals are under way for the construction of additional fishermen colonies at various fishing villages. In Madras city iteself, the State Housing Board has constructed a number of multi-storeyed tenements for the use of fishermen. In Gujarat, the Department has proposed to implement a scheme which among other things will provide housing, scholarship to fishermen children, hostel facilities etc. to the fishermen community. In Maharashtra, it is proposed to give financial assistance in the form of loan amounting to a total of Rs. 125 lakhs during the Fourth Plan period for the construction of houses, digging wells etc.

9.16. With regard to medical facilities, no state has made separate provision for fishermen community, except for the Health Centre of the Indo-Norwegian Project located at Neendakara. Some medical facilities are available with the cultural centres of fishing villages in Gujarat, for which financial assistance used to be given by the Fisheries Department. This scheme has, however, been wound up with the Third Five Year Plan, although such facilities may again become available with the operation of model village scheme, which has now been proposed.

9.17. Facilities like provision of approach roads, drinking water, fish-curing yards, supply of ice and salt at subsidised rates are also intended for the betterment of fishermen community.

9.18. The Committee attach considerable importance to the socio-economic rehabilitation of the fishermen population. No improvement in fish production can be possible unless the economic status of fishermen is improved and they are provided the basic amenities of life like education, housing, medical facilities, etc. The Committee are aware that the socio-economic uplift of the fishermen is being brought about by fostering co-operative movement among the fishermen but they feel that there is scope for greater involvement by the Government in the welfare activities for the betterment of the fishermen community. In this connection, the Committee suggest that the Central Government should persuade the State Governments to assign lands to the fishermen on which their dwellings stand, which are now subject to short-term lease. Grants and loans may also be provided for construction which may ensure health and comfort of fishermen who have a hard life at sea. The Committee further suggest that greater opportunities should be given to the children of fishermen in the matter of recruitment to the Indian Navy and to the Merchant Marine where there is a natural scope for their employment. In this connection, Fishery Schools should be enabled to provide preparatory courses.

9.19. The Committee note that the incentives given by the State Governments in the matter of training vary from State to State. It is desirable

that there is a uniform pattern of assistance to the trainees in the various training institutions.

9.20. In their report on the Central Institute of Fisheries Operatives Ernakulam the Committee have noted that there is a shortfall in the number of trainees deputed by the State Governments. The Committee consider the non-utilisation of the training facilities as a national waste as this would inevitably retard the development of fisheries in the country. They would urge the need for the fuller utilisation of the intake capacity of the training institutes under the Central and State Governments, by giving greater opportunity to persons from fishermen community.

9.21. The Committee note that only one or two States have drawn up schemes for the construction of suitable types of quarters for fishermen. They would urge that such of the fishermen colonies as have sizeable concentration of fishermen should be properly developed and provided with medical, housing and educational facilities besides approach roads, drinking water, fish-curing yards, etc., so that they may serve as model fishing villages. The Committee would impress on the Ministry the need for providing adequate technical and financial assistance to the State Governments for implementing the model fishing village scheme.

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

NEW DELHI;
April 2, 1968.
Chaitra 13, 1890 (*Saka*).

APPENDIX I

(*Vide* para 1·3)

Chart indicating the administrative set up of the Fisheries wing in the Ministry of Food, Agriculture, Community Development and Co-operation (Department of Agriculture)

Joint Secretary

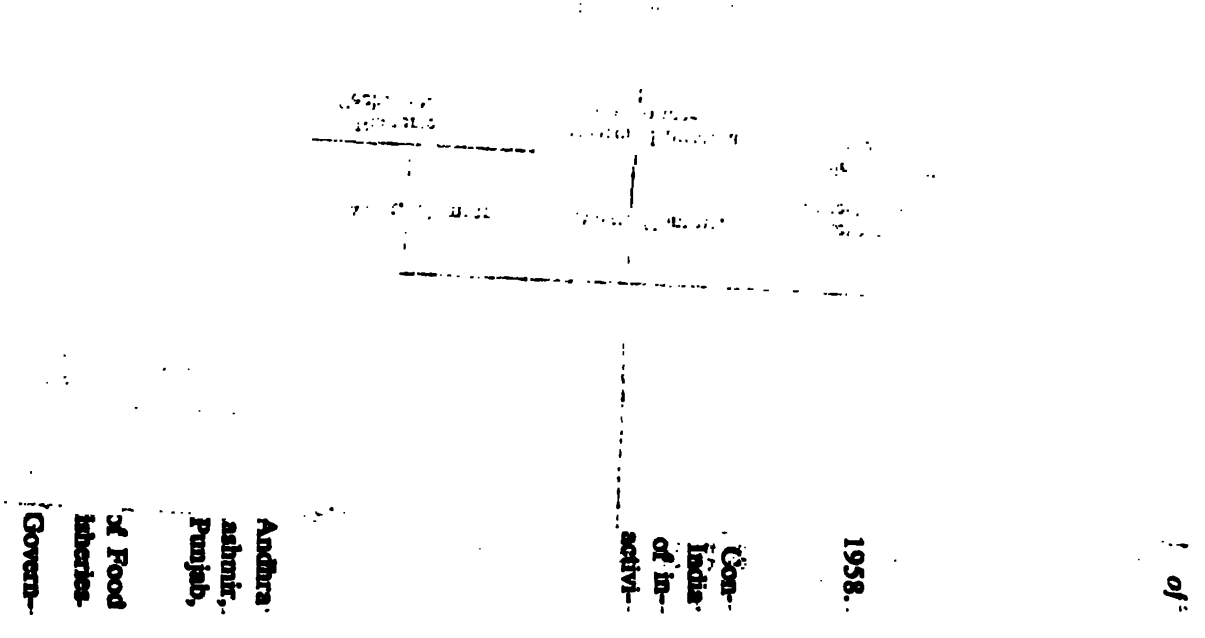

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Chart indicating the administrative set up of the Fisheries wing in the Ministry of Food, Agriculture, Community Development and Co-operation (Department of Agriculture)

Joint Secretary

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APPENDIX II

(*Vide* para 1.14)

Resolution of the Government of India setting up the Central Board of Fisheries

(To be published in Part I, Section I of the Gazette of India)
No. F.12-24/57-FY(D)

GOVERNMENT OF INDIA

MINISTRY OF FOOD & AGRICULTURE

(DEPARTMENT OF AGRICULTURE)

New Delhi, the 1st April, 1958.

RESOLUTION

In pursuance of the recommendation of the "All India Fisheries Conference" held at Madras in September, 1956, the Government of India have decided to set up a Central Board of Fisheries for the purpose of integration and coordination of Fisheries Research and Development activities in the country.

2. *Constitution*:

The Board has accordingly been constituted as under:

Chairman

1. Minister of Food and Agriculture or his nominee.

Members

2. to 15. Ministers in charge of Fisheries of the States of Andhra Pradesh, Assam, Bihar, Bombay, Jammu and Kashmir, Kerala. Madhya Pradesh, Madras, Mysore, Orissa, Punjab, Rajasthan, Uttar Pradesh and West Bengal.

16. Joint Secretary to the Government of India in the Ministry of Food and Agriculture, Deptt. of Agriculture in charge of Fisheries.

17. Dr. N. K. Panikkar, Fisheries Development Adviser to the Government of India.

18. Dr. S. Jones, Chief Reasearch Officer, Central Marine Fisheries Research Station, Mandapam.

19. Dr. B. S. Bhimachar, Chief Research Officer, Central Inland Fisheries Research Station, Calcutta.

20. Superintending Engineer, Deep Sea Fishing Station, Bombay.

21. Shri K. L. Ghei, Financial Adviser, C.I. & F.A. Division, Representative of the Ministry of Finance.

22. Dr. V. A. Mehta, Deputy Development Officer (Food), Development Wing, Representative of the Ministry of Commerce and Industry.

23. Shri H. P. Mathrani, I.S.E. (Retd.,) Development Adviser and Joint Secretary, Department of Transport, Representative of the Ministry of Transport and Communications.

24. Shri G. P. Sahani, Director Planning, Railway Board, Representative of the Ministry of Railways.

25. Captain S. N. Kohli, I.N., Director of Naval Plan, Naval Headquarters, representative of the Ministry of Defence.

26. Shri N. C. Koli,
27. Shri A. K. Mukerjee,
28. Shri S. K. Amin,
} Representatives of Fishermen's Co-operative Societies.

29. Shri R. Madhavan Nair.—Representative of the Fishing Industry.

30. Dr. D. Bhatia, Deputy Fisheries Dev. Adviser to the Government of India—Member Secretary.

3. *Functions*

The functions of the Board will be as follows. The Board will periodically meet:

(i) to discuss at national level problems connected with various aspects of fisheries research and development;

(ii) to recommend suitable measures for adoption to effect better coordination of fishery activities between the Centre, States and various other organisations; and

(iii) to suggest ways and means of implementing the various programmes of development and research on fisheries, having over-all effect among others on the programme of development plans of Centre and States in respect of National Plan, etc.

4. *Rules of Business*:

(i) The tenure of appointment of the members of the Board other than those who are appointed by reason of their office of appointment will be three years.

(ii) The Board shall meet at least once in a year.

(iii) The Board shall have a Standing Committee to conduct the preliminary work, to watch the progress made on the recommendations of the Board and to report the results to the Board.

(iv) The Secretary will fix the date, time and venue of the meeting of the Board. The agenda will be circulated at least six weeks in advance of each meeting of the Board.

ORDER

Ordered that a copy of the resolution be communicated to all State Governments all Ministries and Departments of the Government of India, Cabinet Secretariat, Principal Private Secretary to the President, the Military Secretary to the President, Prime Minister's Secretariat, Indian Trade Commissioners, All Indian Embassies, High Commissioner for India in London, Director of Commercial Intelligence and Statistics, Calcutta, High Commissioner for India in Pakistan, all Universities in India.

Ordered also that it be published in the Gazette of India.

Sd/-KRISHAN CHAND
Joint Secretary to the Govt. of India

To

The Publisher
Gazette of India,
New Delhi.

No. 12-2357-FY(D), New Delhi, the 1st April, 1958.

Copy forwarded, for information, to:

1. The Superintending Engineer, Deep Sea Fishing Station, Botawalla Chambers, Sir P.M. Road, Bombay.

2. The Chief Research Officer, Central Marine Fisheries Research Station, P.O. Mandapam Camp (S. India).

3. The Chief Research Officer, Central Inland Fisheries Research Station, 66, Upper Circular Road, Calcutta-9.

4. All Fisheries Extension Units.
5. Central Fisheries Technological Res. Station, XXI/29, Kochangadi, Mattancheri, Cochin-5.
6. Administration Coordination Section (with four spare copies for circulation in the Monday list)—
7. Establishment I Section.
8. Fisheries Instt. Section.
9. Guard File (3 copies)

By order etc.,
Sd/- PARTAP SINGH
Under Secretary to the Govt. of India

APPENDIX III

(*Vide* para 8.2)

Note on the extension activities of the State Government

1. *Andaman and Nicobar Islands.*—No research institutes have been set up.

2. *Assam.*—The State has established only one Research Centre at Joysagar in Sibsagar District, where results are yet to be achieved.

3. *Goa.*—The results are made known through the agency of District Extension Officers.

4. *Himachal Pradesh.*—No research institutions have been set up.

5. *Jammu and Kashmir.*—The results of research achieved by Research workers are made available to the users through Departmental agencies.

6. *Laccadives, Minicoy and Amindivi.*—No research institutes have been set up.

7. *Madhya Pradesh.*—A programme of applied research has been taken at Fish Research Laboratories at Nowgong, Gwalior, Raipur and Bhopal. The results achieved there are given a field trial in the fish-farms, village-ponds and tanks selected for the purpose. The results are carried to the private parties through Fisheries Extension Officers.

8. *Madras.*—The results achieved by various Research Units are made known by the Department to the users through audio-visual publicity vans, (fish projectors, tape records and loud speakers), by participation in Agricultural Seminars exhibitions and fairs where specimens, charts, models relating to research are exhibited. A journal is published in English and booklets and handouts in Tamil are also distributed. Separate seminars on fisheries are arranged in the Districts. Actual demonstrations of seed collection, seed production by induced spawning, seed transport, feeding and rearing procedures in departmental nurseries and fish farms are arranged. Other methods employed for propagation of results are:—

(1) Periodical radio talks.

(2) Documentary films.

(3) Demonstration of actual fishing operations over new fishing grounds located by the Department.

9. *Manipur.*—No research institutions have been set up.

10. *Nagaland.*—No research institutions have been set up.

11. *Punjamb.*—No research institutions have been set up.

12. *Rajasthan.*—A Research Laboratory is located at Udaipur. The results achieved are circulated to the Regional Fisheries Development Offices from where these are propagated to private pisciculturists, fish contractors etc.

13. *Tripura.*—No research institutes have been set up.

14. *Uttar Pradesh.*—No Fisheries Research Institute has been set up by the State Government. Investigations regarding various field problems are carried out at the Central Fisheries Laboratory at Lucknow. The results thus derived after field trials are recommended for applications in the field to the Departmental personnel through instructions or guide letters. Results of general interest are compiled and printed either as handbills or small booklets for distribution. Demonstration tanks have been established in the Districts. Stalls are also set up in important fairs and exhibitions. Lectures and film shows are also arranged.

15. *West Bengal.*—The results achieved in the two State-owned Institutions are made known to fishermen and fish farmers through:

(1) Publication of popular literature in the form of booklets and pamphlets; and

(2) Demonstrations by trained Extension staff posted in different Districts, Sub-Divisions and Blocks.

16. *Maharashtra.*—The results of research and investigations conducted by exploratory fishing improved methods of fishing and other technological aspects are directly communicated to the users either through necessary demonstrations or through meeting with them. Important findings on some of the aspects of biological investigations are published in a periodical brought out in a regional language which has a bias for fisheries.

17. *Kerala.*—The results achieved in Research Stations are made known to users by issue of publicity pamphlets from time to time and through special publications.

18. Mysore.—The Fisheries Research Station Hessarghatta which was under the control of Department of Fisheries was transferred to the University of Agricultural Sciences, Bangalore some two years ago, and the Fisheries Research undertaken so far was not substantial.

19. *Andhra Pradesh*—There is only one Research Institute for conducting experiments on fish culture. The experiments conducted so far are being tried departmentally at present and they are not sufficiently ripe for extension to farmers. The methods adopted by the Department for introducing better methods for increasing fish production, both in Inland and Marine, are by demonstrations of profitableness of these methods.

20. *Bihar*.—The results achieved by the Fisheries Research Institute are discussed at meetings of the District Fisheries Officers at least thrice a year and through them the results are made known to the extension staff who in turn popularise the same among the fish farmers in the State. Frequently the Fisheries Officers acquaint the public with improved methods of fish culture through radio talks at well.

21. *Haryana*.
22. *Pondicherry*.
23. *Dadra and Nagar Haveli*

No research Institutes have been set up.

APPENDIX IV

Snmmary of Recommendations/conclusions contained in the Report

S. No.	Reference to para. No. of the Report	Summary of Recommendations/ Conclusions
1	2	3
1.	1.11	The Committee feel that having regard to the scale of development envisaged, the importance of increasing indigenous consumption of fish, the stakes involved in the development programme from the angle of foreign exchange earnings, the potentialities of increasing the earning capacity of millions of fishermen throughout the country and thereby making a considerable impact on national income and rural prosperity, the increased employment potential and the need for the reorganisation of financial, technical, industrial and marketing resources, it is essential to provide a coordinated direction of the entire programme of fisheries development from the Centre. It is also essential that quick decisions are followed by implementation and utilisation of available resources and that the entire organisational and administrative set-up is geared to this pressing need. Viewed from this angle, the Committee welcome the reorganization of the Fisheries Division of the Ministry. They hope it would now be possible for the Ministry to formulate and execute schemes with greater expedition than heretofore. They also hope that the Fisheries Division of the Ministry would serve as a model for the States to emulate. The Committee woud however like to emphasise that fisheries science being highly technical, some degree of expertise is called for. It is necessary that the Senior Administrative

1	2	3
		Officers, who are required to direct and formulate policies, should remain in the Fisheries Wing for a certain number of years and are not frequently transferred.
2.	1.12	The Committee feel that developmental work has to move in step with research, which aspect is now being looked after by the Indian Council of Agricultural Research. They cannot over-emphasise the importance of maintaining a close liaison with the Council so that research and development work may progress in unison. The Committee hope that the Ministry will keep a continuous watch over the functioning of the Fisheries Division and assess its working periodically in terms of results achieved.
3.	1.13	The Committee feel unhappy to note that during the Third plan period insufficient organisation in the Directorate of Fisheries has been responsible to a great extent for the shortfall in the expenditure. This has been admitted by the Ministry themselves. The Committee hope that the Ministry will persuade the State Governments concerned to implement the recommendations for the reorganisation of the State Directorates at an early date.
4.	1.19	The Committee note that the Ministry are conscious of the need of making the Central Board of Fisheries an effective body for the purpose of co-ordination of fisheries research and development activities in the country. The Committee feel that the Board, as constituted, is an unwieldy body for which it is difficult to make a thorough and technical examination of a problem. The Committee feel that the diverse and complex problems of fisheries cannot be tackled adequately by the Board which meets only for one or two days in a year. They also feel that the follow-up action taken by the Ministry on the resolutions adopted by the Board is not adequate. The Committee, would, therefore, suggest that steps may be taken to reconstitute the

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		Central Board of Fisheries with separate technical committees under its aegis consisting of representatives of the industry, exporters as well as Central and State Government Departments dealing with fisheries.
5.	1.19	The Committee suggest that suitable measures may be devised for the effective implementation of the recommendations made by the Central Board of Fisheries.
6.	1.21	The Committee note that certain functions which have a direct bearing on the development of fisheries are exercised by departments other than that of the Ministry of Food and Agriculture, and this tends to delay the finalisation of programmes as well as of execution. They feel that there is a necessity to evolve methods and procedures as well as unanimity of approach as far as possible in these matters so as to avoid delay which appears to be inherent in the existing pattern. The Committee hope that necessary steps will be taken to ensure that there is no delay in finalising programmes and their execution owing to differences of approach and differences in the points of view within the Government Departments at the Centre. The Committee are of the view that the responsibility for coordination should be that of the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture).
7.	1.34	The Committee note that several States have enacted legislation suited to their specific needs and conditions for the development and conservation of fisheries. The Committee, however, feel that there is a pressing need for ensuring uniformity in legislation throughout the country. It is for the Central Government to coordinate the activities of the various State Governments, give them suitable guidelines to ensure that adequate measures are taken for checking of pollution of rivers, estuarine and other inland waters, conservation and renovation of dere-

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		lict tanks and other inland water areas and also for settlement of fishing rights. The Committee trust that the assurance given to the Committee that the whole matter shall be looked into would be fulfilled and measures would be taken to initiate legislation incorporating necessary amendments to the Indian Fisheries Act, 1897.
8.	2.12	From the statistics furnished by the Ministry in regard to the provisions for development of fisheries during the First, Second and Third Plan periods, both in the Central and the State Sectors, and the actual expenditure incurred against the Plan provisions, the Committee note that there have been heavy shortfalls in each of the three Plan periods. The Committee are unhappy that the shortfall of Rs. 62 lakhs in the Central Sector in the First Plan period was due to delay of over three years in the Plan formulation itself. The Committee are also constrained to note that in the Second Plan, the shortfall of Rs. 193 lakhs in the Central Sector has been due to the fact that the T.C.M. vessels which had originally been given to the States were taken over by the Centre. The Committee also note that the performance in the Third Plan has been no better. The failure to spend even 50 per cent of the provisions in the Central Sector was due to the following reasons: (i) non-procurement of fishing vessels and the research vessels; (ii) non-availability of land for location of Research Stations; (iii) non-availability of technical personnel; (iv) delay in the appointment of the staff; (v) delay in the construction of rail vans; (vi) savings on loans to fisheries cooperatives; and (vii) delay in the setting up of the Central Institute of Fisheries Operatives.
	2.13	The Committee are not convinced with the reasons put forward by the Ministry for the shortfalls in the utilisation of the Plan provisions. They consider that if detailed schemes had been prepared in time

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		and coordinated action taken to arrange finance, staff and equipments, it should have been possible for the Ministry to utilise the provisions fully. The Committee cannot over-emphasise that vigorous efforts should be made to complete the Plan schemes within the Plan period itself so that they are not carried forward from one Plan to another. They would suggest that detailed planning of schemes to be undertaken in the next Plan should be initiated now so that their execution is evenly spread throughout the period of the Plan and the history of the past is not repeated.
9.	2.30	The Committee note that the phasing of the expenditure since 1966-67 has not been in accordance with the plan outlay as this has been regulated by the resources position from year to year.
	2.31	The Committee note that the Ministry have been able to spend only Rs. 10 crores in the first year and Rs. 17 crores in the second year. They, therefore, would like to emphasise that the expenditure rate should be stepped up in the next three years so that the level may be reached by 1970-71.
10.	2.32	The Committee are glad to note that the Ministry have been able to effect a reduction in the foreign exchange requirements by effective utilisation of indigenously manufactured items. The Committee would stress that as far as possible indigenous sources should be fully tapped before going in for imported equipment.
11.	2.33	The Committee are happy to note that commitments have been made by the U.N. Special Fund. Norway and Japan for financial assistance for specific projects. They would suggest that the Ministry may explore the feasibility of obtaining assistance for the Deep Sea Fishing Organisation also from some international organisation.

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12.	3.25	The Committee note that as against the potentialities of 100 lakh tons of annual production (85 lakh tons of marine fish and 15 lakh tons of inland fish) the actual production in recent years has varied from 9.44 lakh tons to 15.20 lakh tons only. They are unhappy that no concerted efforts were made to increase the production of fish in the past. They would like to be assured that future plans in this behalf will be more realistic and concerted steps will be taken to achieve the financial and physical targets, by providing the necessary vessels, crafts, gear, equipment, trained personnel, harbour facilities etc. and by greater and deeper exploitation of the sea around the country.
13.	3.31	The Committee are happy to note that the Ministry have taken up package programme in selected areas for intensive fisheries development, in Andhra Pradesh, Rajasthan, Bihar, Mysore, Madhya Pradesh, Orissa and Uttar Pradesh. They hope that package programmes will be extended to other States (including the maritime States) and Union Territories also so that targets for increased fish production can be realised in time.
14.	3.35	The Committee hope that arrangements for securing vessels and services of experts from the U.N. Special Fund will be finalised at an early date so that exploratory programme can be extended for augmenting fish production.
15.	4.9	The Committee are constrained to note that there have been heavy shortfalls in achieving the targets laid down for the introduction of mechanised boats during the Third Plan period. The Committee are also unhappy to note that there is no likelihood of achieving the target of 8000 mechanised boats laid down for the period ending 1970-71. They suggest that the feasibility of drawing up a crash programme for the production of mechanised boats may be considered. The Committee also feel that there is an

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		imperative need to link up the construction of boats with the manufacture of engines and other requisites required for a mechanised boat, so that there is no delay in manufacturing complete mechanised boats.
	4.10	In this connection, the Committee would also like to draw the attention of Government to the recommendations contained in paras 2.22, 2.23 and 2.24 of their Thirty-Eighth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Technology, Ernakulam.
16.	4.22	The Committee regret to note that many of the recommendations made by the Central Board of Fisheries as early as 1965 regarding 'Marine Diesel Engines' have not yet been implemented. They hope that the Government will implement these recommendations as early as possible.
17.	4.23	The Committee note the present procedure of assessing the requirements of marine diesel engines from year to year. They are, however, concerned to observe that there has been controversy as between high revolution engines and low revolution engines. The Committee would like the Government to take concerned steps to resolve this controversy as early as possible. The Committee expect the Ministry of Food, Agriculture, Community Development and Co-operation and the Ministry of Industrial Development to take effective measures to dovetail the requirements of the indigenous marine diesel engines industry with those of the fishing industry. In any case, the Committee would like to be assured that the indigenous capacity of the marine diesel engine industry will not be allowed to lie idle and they will be given the due encouragement to produce more low revolution engines whose requirements are estimated to be 60 per cent of the total requirement of engines.

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18.	4.24	So far as the import of marine diesel engines is concerned, the Committee suggest that they should be imported only from those countries which could guarantee the supply of spare parts and after-sale service as well. In any event, to conserve foreign exchange, the import of engines from foreign countries has to be kept to the barest minimum and all out efforts have to be made to give encouragement for indigenous production. It is very much desirable that in importing marine diesel engines, care is taken to obtain a few varieties of standard engines rather than a number of varieties of different standards and specifications.
19.	4.25	The Committee are unhappy to note that the State Governments have not been able to take up the Mechanisation programme as was envisaged at the time of setting the targets for the period during 1970-71. In the opinion of the Committee, the mechanisation of fishing boats is a national necessity and concerted effort should be made to achieve the targets laid down.
20.	4.34	The Committee note that there is a proposal to get Yanmar diesel engines manufactured in the public sector in collaboration between the Central Fisheries Corporation and the Yanmar Diesel Engine Company Limited, Japan. They would like the Government to finalise the details of the project after verification of the cost of production without undue delay, so that the targets of mechanisation programme envisaged could be adhered to.
21.	4.43	The Committee note that the cost of an indigenous engine is 50 per cent to 100 per cent (i.e. Rs. 10,000 to 20,000) higher than the imported engine. The Committee feel that enough care should have been taken from the very beginning to keep down the cost of an indigenous engine. They hope that it will be possible for the Government to persuade the indigenous industry to bring down the cost

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		voluntarily and it will not be necessary to invoke statutory powers.
22.	4.44	The Committee would like the Government to consider whether complete exemption from payment of excise duty could be given on marine diesel engines as is the case with tractors for agriculture.
23.	4.45	The Committee would suggest that a study team may be appointed to go into the pattern of subsidy being given by various State Governments on marine diesel engines so that uniform rules could be laid down for the purpose.
24.	4.50	The Committee consider that the provision of life-saving equipment for boats of the fishermen and guiding lights at the various fishing harbours are essential to minimise the risks and hazards which the fishermen have to run daily because of their occupation. They feel that the life-saving equipment should be made an essential component of a mechanised fishing boat and its cost should be included in the cost of the boat itself without placing an additional financial burden on the fishermen.
25.	4.51	The Committee suggest that the Ministry may persuade such of the States as have not yet provided guiding lights at the various fishing harbours to do so as early as possible.
26.	5.11	The Committee appreciate the efforts that are made by the Government for augmenting the export of fish and fishery products to foreign countries, but they have to point out that what has so far been done in this direction is much too little. Of the three great oceans of the world, the Indian Ocean is the least exploited one. Recent studies have also indicated high productivity of the Indian Ocean and the low yield is attributed to the lack of precise knowledge regarding the exploitable fisheries and the low

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		fishing effort. Considering the importance of fish as a rich source of protein and in view of its potential availability in quantity, its importance as a subsidiary food particularly against the background of protein deficiency in dietary norms in the country and considering the urgent need for increasing earnings of foreign exchange, the Committee need hardly point out that the performance so far of Government as well as of the industry in the matter of production and export has not been significant. The Committee are doubtful whether on the basis of the present performance the country will be in a position to reach the target of earning Rs. 37.70 crores in 1970-71 in foreign exchange. The Committee would, however, emphasise the need for an all out effort both on the part of Government as well as on the part of industry to increase the foreign exchange earnings substantially even if the target fixed is not achieved.
27.	5.12	The Committee would like to stress that while stepping up exports, the needs of the poorer sections of the population to get fish at cheaper rates should not be neglected.
28.	5.16	The Committee feel concerned to note that there is divergence of opinion between the Ministry and the Marine Products Export Promotion Council as to the effect of devaluation and earnings from export of fish and fishery products. The Committee are inclined to feel that the points raised merit close investigation. In any case the Committee are of the view that the quantity of fish to be exported has to be increased so as to keep up at least the level of foreign exchange earned during the year 1966-67. The Committe hope that the Ministry will devote serious attention to this aspect.
29.	5.22	The Committee are unhappy to note that India has lost about 75 per cent of the dried prawn market in the Eastern countries. The Committee feel that

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		concerted efforts are needed to go into this matter thoroughly and improve the situation so that exports in the Eatern Countries could also be stepped up.
30.	5.25	The Committee suggest that the points raised in the memorandum referred to in paras 5.23 and 5.24 of the Report may be examined by the Ministry in consultation with the Ministry of Commerce in order to see if any remedial measure is required for exercising a check on the indiscriminate growth of exporters of fish and fishery products
31.	5.31	The Committee are glad to note that the Shipping Corporation of India has already made a start in introducing refrigerated cargo container service. They trust it will be possible for the Corporation and other Indian Shipping Companies to introduce similar container service in various trade routes through which Indian fish and fishery products are exported to foreign countries.
32.	5.32	The Committee feel unhappy to note that "The Conference Lines have been showing preferential treatment to other countries and are unfair to India" The Committee consider the situation to be rather serious and they feel that immediate steps are necessary to counteract such preferential and unfair treatment to India. The Committee hope that the Government will also formulate a suitable long-term policy in the matter.
33.	5.37	The Committee feel that efforts are needed to see that as many of the items as are at present allowed to be imported subject to certain conditions, are produced indigenously in India, as many of them are simple items for which it is not desirable to spend foreign exchange.
34.	5.38	As regards tin plates, the Committee would like the Ministry in consultation with the Ministry of Commerce to devote attention to this matter, so that the

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		high price of tin plates required for canning shrimps etc. does not adversely affect the export trade. The Committee understand that a cheaper substitute for tin has been recently produced in the country. They hope it will be possible to pursue this further in order to see that the substitute can be commercially exploited and have an impact in reducing the price of cans used for packing shrimps for export.
35.	5.39	The Committee note that some of the recommendations made by the Indian Sea Food Delegation, 1964 are likely to imporve the position of export by making the products conform to the requirements of the importing countries and by making the packages and labels attractive. They trust that the Ministry would take steps to ensure that these recommendations are implemented and observed by the exporters.
36.	6.6	The Committee are in agreement with the views of the "Working Group on Fouth Five Year Plan on Fisheries" that the potentialities of the sea food industry to step up the export of fish and fish products to specialised markets are great. An essential prerequisite for the integrated devlopment of any industry and more so in the case of sea food industry is that the necessary infra-structure should be built up.
	6.7	The Committee note that steps are being taken by Government for the development of marine fisheries by giving increased grants to Central Institutes concerned with research and development and by making suitable arrangements for marketing and processing of fish and fish products. The Committee would, however, impress upon the Ministry the need for coordinating efforts with those of the State Fisheries Departments, the private industry and the Marine Products Export Promotion Council which have a useful role to play in promoting the export of marine products.

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37.	6.12	The Committee would like to stress that the success of the fishery industry depends to a large extent on the quality of the equipment like engines, winches, floats, wire ropes, fishing nets and twine, etc. A reference to the supply of mechanised boats has already been made in an earlier chapter. They suggest that the Central and the State Governments may explore the possibilities of assisting the fishery industry by adopting a more liberal pattern of assistance by way of grants, loans and subsidies.
38.	6.13	The Committee note that the present quantity of caprolactum imported would be sufficient to meet the requirements of the industry for nylon yarn and twine for about a year and a half. In view of the fact that the import of nylon twine has been banned and there are only a few units manufacturing nylon yarn and twine required exclusively for the fishing industry, the Committee suggest that Government may examine whether new units manufacturing synthetic fibres should not be persuaded to accept a certain amount of fishing twine production as a fixed responsibility.
39.	6.14	The Committee are surprised to note that while four firms have been licensed for the manufacture of nylon yarn required by the fishing industry, only one of them, namely, M/s. Garware Nylons, is manufacturing nylon required by the fishery industry. The Committee would like this matter to be looked into as they understand that manufacturing units find it more profitable to manufacture high grade nylon apparel for wear rather than manufacture fishing twine and nets.
40.	6.15	The Committee suggest that the requirement of fishery industry in regard to electronic equipments like echo sounders, etc. may be met by imports, preferably under some Trade Agrements, till such time the demand is sufficient to justify indigenous production.

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41.	6.29	The Committee attach considerable importance to frozen storages in the devlopment of fisheries in the country. These storages not only provide economic return to the producer but supply good quality fish at reasonable rates to the consumers. The committee note that the Fisheries Departments in maritime States as well as the industry are taking energetic steps to augment the existing storage facilities. They hope that the assistance provided by the Central Government (30 per cent loans and 20 per cent grants) would be fully utilised by the State Departments of Fisheries, and that the State Governments would continue to provide the necessary subsidy to cooperatives and individuals for seting up frozen storages.
42.	6.30	From the project report for the development of fisheries prepared by the Marine Products Export Promotion Council, the Committee gather that the installed capacity of the freezing factories in Kerala, Mysore and Maharashtra is not being fully utilised. The Committee would therefore like to stress that the installed capacity of the freezing factories should be fully utilised before any new schemes are drawn up for setting up additional units in those areas. The Committee hope that the Central Government which is concerned with the setting up of freezing plants and frozen storages in major and minor ports, would take expeditious action to activate the scheme in this regard so that freezing facilities may be available to the industry as well as to the Fishmen's Cooperative Societies at reasonable rates without delay.
43.	6.31	Alongside the provision of frozen storages, the Ministry mav, in consultation with the State Governments, make arrangements for providing adequate supply of ice required for preserving the catch.
44.	6.31	Provision of water for processing units is very important. The Committee understand that in some

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		States, the cost of water per thousand gallons comes to about 8.00 which is on the high side. The Committee hope that this matter would be looked into by the Government.
45.	6.32	An important factor which merits careful consideration is the peeling sheds. The Committee understand that there are several peeling sheds in the rural areas which are mostly thatched sheds and are not hygienically maintained. The Committee would stress the need for setting up of good peeling sheds suitably equipped for hygienic handling and storage of marine fishes prior to their despatch to the main factories.
46.	6.33	The Committee also suggest that, as far as possible, canning units should be set up along with the freezing units. This should ensure more economical working of the canning units.
47.	6.34	A matter which requires urgent consideration is the need for research and devising scientific methods for improving the techniques of drying fish by artificial methods.
48.	6.42	The Committee note the efforts being made by the Ministry to develop subsidiary industries of the fishery industry in the country. They would like to stress that by-products and the processes being developed by the research institutes, specially the Central Institute of Fisheries Technology, should be commercially exploited. The industry should be encouraged to utilise the techniques evolved by the Central Fisheries Research Institutes in the proper exploitation of the fishery resources. The Committee would suggest that in the research programmes of the technological research institutes under the Centre and the States, priority may be given to the development of such by-products as fish protein concentrates, bacteriological peptone, fish flake, etc., which have great potentialities for providing protein food to the under-nourished sections of the population. The Committee have already em-

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		phasised the need for intensifying research on fish protein concentrate in para 2.46 of their Thirty-Eighth Report on the Ministry of Food, Agriculture, Community Development and Cooperation (Department of Agriculture)—Central Institute of Fisheries Technology, Ernakulam. The Committee hope that the Central Government would provide the necessary technical assistance to the States in the setting up of subsidiary industries.
49.	6.53	(i) The Committee note that the pattern of Central Government assistance during the Third Plan was 50 per cent. grant generally on all schemes except on the scheme "Loans to Fishermen's Cooperative Societies" which was a Centrally sponsored scheme and on the scheme for mechanisation of fishing boats for which a grant calculated at 50 per cent. of the subsidy allowed to engines was given. The Committee also note that the quantum of assistance has been scaled down further after the termination of the Third Plan period, the present quantum of assistance being only 20 per cent. grant and 30 per cent. loan. There is also no provision for direct Government grant for fishing vessels or fish processing plants to private enterprise. The Committee feel that the present scale of Government assistance is inadequate and it has to be considerably augmented so as to enable the States to undertake the development activities envisaged during the next Plan period. They also consider the present arrangements in regard to provision of credit to the industry and to the Fisheries Cooperatives are not satisfactory. They suggest that new methods of financing fishing industry should be explored including, if necessary, the establishment of fisheries credit banks or corporations as are in operation in some of the advanced countries.
	6.54	(ii) The Committee note that the Reserve Bank has very recently agreed to give credit to private entrepreneurs through commercial banks. They hope that the details of the terms of credit to be extended by

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		the Reserve Bank to the commercial banks in this regard would be finalised at an early date so that the fishery industry can obtain the much-needed finance for purchase of large fishing vessels.
	6.55	(iii) As regards finances for the Cooperative Societies, the Committee would urge that till other suitable and firm arrangements for meeting the financial requirements of the cooperative sector are made, the Central Cooperative Banks should be encouraged to meet the working capital requirements of Fisheries Cooperative Societies and for this purpose the Reserve Bank should raise. at an early date. the credit limits of such banks so as to enable them to meet the requirements of Fisheries Cooperatives.
50.	6.61	(i) The Committee attach considerable importance to the development of cooperatives for undertaking distribution of fishery requisites, manufacture of nets, processing of fish and marketing. The cooperatives can also play a useful role in the field of boat building. The Committee consider it imperative that efforts should be made to revitalise the primary societies and link them up with marketing federations. Maximum possible credit should be given to the primary societies through the marketing federations so that the cooperatives are not compelled to seek loan from merchants and middlemen to the detriment of the cooperative movement itself.
	6.62	(ii) The Committee commend the efforts made by the Ministry to achieve 50 per cent. targets of production through cooperatives. They hope that the Ministry would keep a continuous watch over the progress of the cooperative societies in the States and assist the State Governments in the technical aspects of the programmes undertaken by the cooperatives.
	6.63	(iii) The Committee would like to stress in this connection the need for careful approach in the matter in order to ensure that the people genuinely engaged in fishing and fisheries are benefited through

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		the cooperatives and middlemen, profiteers and other foreign elements are kept out of such societies.
	6.64	(iv) Now that the Reserve Bank has agreed to provide increased capital to the Central Cooperative Banks for financing fisheries cooperatives, the Committee hope that it would be possible for the State Governments to strengthen the non-viable units financially and organisationally so that there may be a general levelling up of the fisheries cooperatives in the States.
51.	6.69	The Committee note the efforts being made by the Central and State Governments to improve the marketing and other facilities for the fishermen through cooperative societies. In the opinion of the Committee, however, many of the cooperative societies are not well-organised; nor many of the people who are members of the cooperative societies well-educated; and most of them have not the economic stamina to run the societies effectively. These appear to be some of the built-in difficulties of fishermen's cooperatives. The Committee, therefore, feel that what the Government will have to do in the matter is to build up the organisation from above and the organisation should trickle down from above to the lowest level so that the system can be more broad based and more securely and economically organised to bring in maximum benefit to the poorer sections of the fishermen.
52.	6.70	As regards supply and marketing of fish to Calcutta, the Committee feel that the impact of the Central Government organisation in increasing supply to the Calcutta market and thereby breaking the monopolistic ring and the ruling high prices of fish in the market has not at all been significant. To achieve this object, network of reservoirs and other sources throughout the country has to be established for exploitation. Efforts are also to be made to open departmental stalls to curb the prevailing high prices. They hope the energy of the authorities concerned would be directed to this end.

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		population. No improvement in fish production can be possible unless the economic status of fishermen is improved and they are provided the basic amenities of life like education, housing, medical facilities, etc. The Committee are aware that the socio-economic uplift of the fishermen is being brought about by fostering cooperative movement among the fishermen but they feel that there is scope for greater involvement by the Government in the welfare activities for the betterment of the fishermen community. In this connection, the Committee suggest that the Central Government should persuade the State Governments to assign lands to the fishermen on which their dwellings stand, which are now subject to short-term lease. Grants and loans may also be provided for construction which may ensure health and comfort of fishermen who have a hard life at sea. The Committee further suggest that greater opportunities should be given to the children of fishermen in the matter of recruitment to the Indian Navy and to the Merchant Marine where there is a natural scope for their employment. In this connection, Fishery Schools should be enabled to provide preparatory courses.
60.	9.19	The Committee note that the incentives given by the State Governments in the matter of training the fishermen vary from State to State. It is desirable that there is a uniform pattern of assistance to the trainees in the various training institutions.
61.	9.20	In their report on the Central Institute of Fisheries Operatives, Ernakulam, the Committee have noted that there is a shortfall in the number of trainees deputed by the State Governments. The Committee consider the non-utilisation of the training facilities as a national waste as this would inevitably retard the development of fisheries in the country. They would urge the need for the fuller utilisation of the intake capacity of the training institutes under the

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		Central and State Governments, by giving greater opportunity to persons from fishermen community.
62.	9.21	The Committee note that only one or two States have drawn up schemes for the construction of suitable types of quarters for fishermen. They would urge that such of the fishermen colonies as have sizeable concentration of fishermen should be properly developed and provided with medical, housing and educational facilities besides approach roads, drinking water, fish curing yards, etc., so that they may serve as model fishing villages. The Committee would impress on the Ministry the need for providing adequate technical and financial assistance to the State Governments for implementing the model fishing village scheme.

APPENDIX V

Analysis of Recommendations/Conclusions contained in the Report

I. CLASSIFICATION OF RECOMMENDATIONS

A. Recommendations for improving the organisation and working.—

S. Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14. 15, 16, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 35, 36, 37, 38, 39, 40, 41, 43, 44, 45, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62. —57

B. Recommendations for effecting economy.—
S. Nos. 18, 33, 34, 42, 46.

II. ANALYSIS OF THE RECOMMENDATIONS DIRECTED TOWARDS ECONOMY:

S. No.	S. No. as per Summary of Recommendations (Appendix IV)	Particulars
1	2	3
1.	18	The Committee have pointed out that in order to ensure foreign exchange the import of marine diesel engines from foreign countries has to be kept to the barest minimum and all out efforts have to be made to give encouragement for indigenous production.
2.	33	The Committee feel that efforts are needed to see that as many of the items as are at present allowed to be imported subject to certain conditions, are produced indigenously in India, as many of them are simple items for which it is not desirable to spend foreign exchange.
3.	34	The Committee have suggested that the cheaper substitute for tin which has been recently produced

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		in the country should be commercially exploited for reducing the price of cans used for packing shrimps for export.
4.	42	The Committee have stressed that the installed capacity of the freezing factories in Kerala, Mysore and Maharashtra should be fully utilised before any new schemes are drawn up for setting up additional units in those areas.
5.	46	The Committee have suggested that, as far as possible, canning units should be set up alongwith the freezing units for ensuring more economical working of the canning units.

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E. C. No. 537

ESTIMATES COMMITTEE
(1967-68)

FORTY-FOURTH REPORT

(FOURTH LOK SABHA)

MINISTRY OF RAILWAYS

Action taken by Government on the recommendations contained in the Ninety-first Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways—South Eastern Railway

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5.	Vijay Stores, Station Road, Anand.	35
6.	The New Order Book Company, Ellis Bridge, Ahmedabad-6.	63
	MADHYA PRADESH	
7.	Modern Book House, Shiv Vilas Palace, Indore City.	13
	MAHARASHTRA	
8.	M/s. Sunderdas Gianchand, 601, Girgaum Road, near Princess Street, Bombay-2.	6
9.	The International Book House (Private) Limited, 9, Ash Lane, Mahatma Gandhi Road, Bombay-1.	22
10.	The International Book Service, Deccan Gymkhana, Poona-4.	62
11.	Charles Lambert & Company, 101, Mahatma Gandhi Road, Opposite Clock Tower, Fort, Bombay.	30
12.	The Current Book House, *Maruti Lane, Raghunath Dadaji Street*, Bombay-1.	60
13.	Deccan Book Stall, Ferguson College Road, Poona-4.	65
	RAJASTHAN	
14.	Information Centre, Government of Rajasthan, Tripolia, Jaipur City.	38
	UTTAR PRADESH	
15.	Swastik Industrial Works, 59, Holi Street, Meerut City.	2
16.	Law Book Company, Sardar Patel Marg, Allahabad-1.	48
	WEST BENGAL	
17.	Granthaloka, 5/1, Ambica Mookherjee Road, Belgharia, 24 Parganas.	10
18.	W. Newman & Company Ltd., 3, Old Court House Street, Calcutta.	44
19.	Firma K. L. Mukhopadhyay, 6/1A, Banchharam Akrur Lane, Calcutta-12.	82
	DELHI	
20.	Jain Book Agency, Connaught Place, New Delhi.	1
21.	Sat Narain & Sons, 3141, Mohd, Ali Bazar, Mori Gate, Delhi.	3
22.	Atma Ram & Sons, Kashmere Gate, Delhi-6.	9
23.	J. M. Jaina & Brothers, Mori Gate, Delhi.	11
24.	The Central News Agency, 23/90, Connaught Place, New Delhi.	15
25.	The English Book Store, 7-L, Connaught Circus, New Delhi.	20
26.	Lakshmi Book Store, 42, Municipal Market, Janpath, New Delhi.	23

C_O_R_R_I_G_E_N_D_A

TO

Forty-Fourth Report (Fourth Lok Sabha) of Estimates Committee on action taken by Government on the recommendations contained in the Ninety-First Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways - South Eastern Railway.

Page 14, line 5 from below, for 'when' read 'where'

Page 16, line 14, for 'Prince's' read 'Princeps'

Page 36, line 25, for 'number Booking' read 'number of Booking'.

Page 63, line 12 from below, for 'Princess' read 'Princeps'.

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(1967-68)

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9. Shri Tulshidas Jadhav
10. Shri Dhireswar Kalita
11. Shri Yashwant Singh Kushwah
12. Shrimati Sangam Laxmi Bai
13. Shri Inder J. Malhotra
14. Shri Chintamani Panigrahi
15. Shri Rajdeo Singh.

INTRODUCTION

I, the Chairman of the Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Forty-fourth Report on action taken by Government on the recommendations contained in the 91st Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Railways—South Eastern Railway.

2. The 91st Report of the Estimates Committee (Third Lok Sabha) was presented to the Lok Sabha on the 25th February, 1966. Government furnished replies indicating action taken on all the recommendations contained in the Report (except one recommendation) on the 26th October, 1966. Further information on some of the recommendations called for from the Ministry was sent by them on the 25th April, 1967 and their reply to the one outstanding recommendation referred to above was furnished on the 5th May, 1967.

The Study Group 'E' of the Estimates Committee (1967-68) considered the replies received from the Ministry on the 29th November, 1967. At their sitting held on the 19th December, 1967, the Study Group approved the draft Report which was subsequently adopted by the Committee on the 17th February, 1968.

3. The Report has been divided into the following Chapters:—

I. Report.

II. Recommendations that have been accepted by Government.

III. Recommendations which the Committee do not desire to pursue in view of the Government's reply.

IV. Recommendation in respect of which reply of Government has not been accepted by the Committee.

4. An analysis of the action taken by Government on the recommendations contained in the 91st Report of the Estimates Committee (Third Lok Sabha) is given in Appendix V. It would be observed therefrom that out of 91 recommendations made in the said Report, 80 recommendations, *i.e.* 87.91% have been accepted by Government. The Committee do not desire to pursue 10 recommendations, *i.e.* 10.99% in view of the Government's reply. The reply of the Government to the remaining one recommendation, *i.e.* 1.10% has not been accepted by the Committee.

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

NEW DELHI;
February 23, 1968.
Phalguna 4, 1889 (*Saka*).

CHAPTER I

REPORT

The Estimates Committee are glad to observe that the recommendations contained in their Ninety-First Report (Third Lok Sabha) on the Ministry of Railways—South Eastern Railway, have been replied to by Government in time and generally to their satisfaction. There is, however, one recommendation the reply to which has not been accepted by the Committee and which has been reiterated in Chapter IV of this Report.

2. While noting the action taken by Government on certain recommendations, the Committee desire that further information on the progress made in the implementation of some of the recommendations (included in Chapters II and III) may be furnished to the Committee by the end of the current financial year.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Serial No. 1) Para No. 4

The Committee note that after its formation as a separate Zone in 1955-56, the South Eastern Railway has been making a steady improvement in certain directions, viz., net tonne kilometres per goods locomotive day on line, average train load and punctuality of passenger trains. In some other directions, viz., wagons kilometres per wagon day, engine kilometres per engine on line (N.G.) and vehicle kilometres per vehicle day, there was a set-back for some years after bifurcation. Though there has been some improvement in recent years, the Committee note that in these matters the standard of efficiency has not yet reached even the level of the ex-Bengal Nagpur Railway or of the composite Eastern Railway at the time of bifurcation (1955-56) despite expectations of all round improvements entertained as a result of the bifurcation. The Committee hope that with the growth of electric and diesel tractions, in the years to come, it would be possible for the South Eastern Railway to achieve considerable improvement in these directions and not only to come up to, but also to improve upon, the level of the ex-Bengal Nagpur Railway.

Reply of Government

Wagon Kilometres per wagon day (B.G.)

On its formation in 1955-56, the S. E. Railway had to face a sudden increase in traffic consequent on the phenomenal development of industrial activity in the area, with new steel plants coming up at Rourkela and Bhilai and expansion of existing industries.

The facilities available on the Railway were not adequate for this increased traffic and large scale line capacity works along all the major routes, and construction of major yards at Rourkela,

Bhilai, Waltair and Nimpura etc. had to be undertaken, the movement of construction materials for which further increased the pressure on existing capacity and resources. Heavy engineering restrictions had also to be imposed in connection with remodelling and line capacity works. The introduction of diesel and electric traction necessitated change of traction at mid-terminal points. Wagon utilisation suffered in consequence. With the increased facilities now available the figures of wagon kilometres per wagon day increased to 68.5 69.9 and 68.6 respectively in the first three months of 1966. Want of demands for loading last year gave rise to stabling of wagons. If such stabled wagons are excluded the figure of wagon kilometres per day will further improve to 71.4, 72.3 and 72.5 respectively. This compares with 70.5 wagon Kilometres/wagon day in 1951-52 on the ex-B. N. Railway and 50:2 wagons kms./wagon day in 1954-55 of the ex-Eastern Railway.

Engine Kilometres per engine on line (N.G.)

The engine usage on N. G. Section was affected by the large percentage of overaged engines kept in service. This handicap has however, been overcome with 15 diesel locomotives since put into service and engine kilometres per engine day on the N. G. are now higher than the ex-B. N. Railway level.

1951-52 for *ex.* B. N. Railway	116
Nov. '65	119
Dec. '65	121
Jan. '66	124
Feb. '66	124

Vehicle Kilometres per Vehicle Day

The set-back in this index of performance was also mainly due to the various engineering works in progress and the introduction of more and more short services on branch line. There has also been an increase in the percentage of other Coaching Vehicles *i.e.* non-passenger vehicles which yield lower vehicle kilometres than passenger coaches. However, the performance has significantly

improved since 1964-65, as will be seen from the following figures:—

	1951-52 (ex. B.N.)	1955-56 (ex E.R.)	1963-64	1964-65	1965-66
Vehicles Kms. per vehicle day	259	249	215	238	241

It is expected that this trend of improvement will continue.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966.]

COMMENTS OF THE COMMITTEE

In regard to Wagon Kilometres per Wagon, day, the Committee consider the stabling of wagons an uneconomic development and would like to be informed if a full demand for wagons has since been activated.

So far as Vehicle Kilometres per Vehicle day are concerned, the reasons given for the continued set-back in Vehicle Kilometres appear to be normal features of Railway development. The Committee would like to be informed about the present figure of Vehicle Kilometres per vehicle day.

Recommendation (Serial No. 2) Para No. 5

The Committee are glad to note that the overall operating-cum-efficiency index of the South Eastern Railway has shown a progressive improvement inspite of the increasing work-load which this Railway has been called upon to handle. The Committee hope that this trend of improvement will be maintained in the years to come.

REPLY OF GOVERNMENT

Noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966.]

Recommendation (Serial No. 3) Para No. 6)

The Committee are glad to note that both in respect of the operating ratio, viz., the percentage of total working expenses to gross earnings, and the percentage of net revenue to Capital-at-charge, the position on the South Eastern Railway has not only been better than on any other Zonal Railway, but that it has also been showing a progressive improvement from year to year upto 1963-64. There was, however, a slight set-back in 1964-65, but the position is expected to improve again in 1965-66. The Committee have no doubt that this Railway would continue to make sustained efforts to increase its traffic receipts, and also to control the expenditure (in order to arrest the rise in operating ratio) which is particularly necessary in view of the enhanced rates of dividend that would hereafter be payable by the Railways to the General Revenues and also the increased annual contribution to the Depreciation Reserve Fund.

REPLY OF GOVERNMENT

The above observation is noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.*]

Recommendation (Serial No. 5) Para No. 10

The Committee consider that if in deference to public sentiments, the narrow gauge sections are not to be closed down, a responsibility devolves on the users and the State Governments concerned to see that full patronage is extended to these railways so as to ensure that the available capacity does not remain unutilised.

The Committee would like to reiterate the recommendation made in para 9 of their Forty-Third Report (1963-64) on Northeast Frontier Railway and to suggest that road transport in the areas served by narrow gauge railways should be developed only on a co-ordinated basis so that the capacities of the existing narrow gauge railways may be appropriately utilised and the losses on their working minimised. The State Governments may, therefore, be induced to keep in view the interests of the narrow gauge railways while drawing up plans for provision of transport facilities for the industrial and economic development of the areas concerned.

REPLY OF GOVERNMENT

The Ministry of Transport have been requested to advise the

State Governments on the lines suggested by the Estimates Committee.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.*]

Recommendation (Serial No. 6) Para No. 10

The Committee feel that so long as the narrow gauge railways are allowed to continue, it is imperative that these are properly equipped with all the rolling stock and other materials required for their efficient and economic management. They would, therefore, suggest that a study may be made by the Railway Board to ascertain whether the narrow gauge railways have adequate rolling stock facilities to meet the demand of the growing traffic and to take such remedial measures as may be necessary in the matter.

REPLY OF GOVERNMENT

An assessment has already been undertaken of the power requirements for the various narrow gauge railways, based on the trend of traffic offering and expected to offer during the Fourth Plan. This problem is being studied further in the light of competition from road traffic where parallel roads exist, the return on the narrow gauge sections and the economics of gauge conversion. It will be appreciated that a study of this nature involves detailed traffic-*cum*-engineering investigation and analysis and is likely to take some more time. The final reply to recommendation No. 6 (Para 10) will be furnished after the above study is finalised and considered by the Board.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 5th May, 1967.*]

Recommendations (Serial Nos. 7 & 8) Para Nos. 11 & 12

The Committee note that the detailed examination of the economics of acquisition of the Bankura-Damodar River Light Railway and its conversion to broad gauge was made more than a decade ago. They find that in this period, there has been continued deterioration in the financial position of this railway, necessitating payment of larger amounts of subsidy by the Government every year. The Committee would like to stress that with the existing agreement whereunder a return of 3½% on the paid-up share capital has been guaranteed and paid every year by the Government to the Bankura-Damodar River Railway Company, the management cannot be expected

to take energetic measures for its efficient management and there is, therefore, imperative need for termination of the agreement at the earliest opportunity. The Committee also note that on the basis of the examination made in 1954-55, the estimated annual loss after acquisition and conversion of this railway into broad gauge would be about Rs. 4·8 lakhs and that the annual subsidy paid by Government during the last few years was over Rs. 7 lakhs. The Committee feel that in these 10 years, traffic must have increased or should have increased, if proper facilities were provided and this estimated annual loss of Rs. 4·8 lakhs could have been completely wiped out.

In view of the fact that the Central Government have the option to purchase this Railway only once in ten years, the Committee feel that the present state of affairs, which results in a continuous drain on the Public Exchequer, should not be allowed to continue for another decade thereby necessitating payment of larger amounts of subsidy from year to year to the Company in fulfilment of contractual obligation. The Committee, therefore, recommend that the Government should take immediate steps to avail of the earliest opportunity to purchase the Bankura-Damodar River Railway when the next option for acquiring it falls due on the 31st March, 1967.

The Committee suggest that the question of broad gauging the Bankura-Damodar River line to eliminate the losses of revenue accruing on this section may be considered in due course.

Reply of Government

The question of the purchase of B.D.R. Railway was examined recently, and after considering all aspects, it has now been tentatively decided to take over the working of this Railway (without acquiring its ownership on the contract terms) since such a course is expected to be more advantageous.

The other suggestion of the Committee regarding the conversion of the line into the Board Gauge has been noted for investigation in due course, having regard, *inter-alia*, to the funds available for such conversions in the Fourth Plan and the relative priority to be attached to the conversion of this line among others.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.*]

Comments of the Committee

The Committee would like to be furnished with the relevant financial implications of taking over the ownership or the management of the Bankura-Damodar River Railway line.

Recommendation (Serial No. 10) Para No. 14

The Committee note the progress made so far in the construction of the Haldia rail link. They would suggest that all the preliminaries regarding the acquisition of land, details of soil test etc. may be completed as expeditiously as possible so that there is no hold up in future. The Committee hope that the rail link will be available for carrying the construction materials for the Port and for the Railway and it will be in proper working condition simultaneously with the working of the Port.

The Committee would also suggest that the Railways should keep in view the Committee's earlier recommendations made in their 67th Report (1964-65) regarding provision of shorter and alternative rail-link between Haldia and Calcutta via Kolaghat when the Port will start functioning in full capacity.

REPLY OF GOVERNMENT

The line is expected to be ready concurrently with the completion of the Port, so that traffic to and from the Port can be handled effectively. At no time was it, however, envisaged that the movement of construction materials for the new Port would be over the Panchkura-Haldia rail link. Moreover, while most of such projects have only the alternative of movement of materials by road during the construction, in this case both road and river facilities are available to the Port Construction Organisation.

The second para of the recommendation is noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.*]

Recommendation (Serial No. 11) Para No. 15

The Committee would like to mention that Santragachi Yard has been a serious bottleneck in the South Eastern Railway communication with Howrah and that the remodelling of the yard was long overdue. The Committee expect that now that this work has been taken up, it should be expedited according to schedule.

The Committee note that though all the main items involved in the remodelling work of the Santragachi Yard will be completed by the target date, i.e., February, 1966, the residual items of work would be completed only at the end of the year. The Committee hope that work on the residual items would be proceeded with expeditiously that they could be completed as soon as possible.

REPLY OF GOVERNMENT

Remodelling of Santragachi Yard (Stage III) has since been completed and handed over to traffic on 10th March, 1966.

As regards the residual items of work, South Eastern Railway has been urged to take special steps to complete the same as early as possible. However, some remodelling of the westend of the goods yard at Santragachi would be left over beyond 31st December, 1966, as this can be completed only alongwith the introduction of orthodox 3rd line in the section Santragachi-Andul, programmed for opening in March, 1967. The execution of this work prior to 31st March, 1967 would lead to curtailment of existing traffic facilities which would cause detention to traffic running through Santragachi yard.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.*]

Recommendation (Serial No. 12) Para No. 17

The Committee are unhappy that the "Andul-Dankuni Chord Link" scheme which was originally included in the budget for 1959-60 has not made much progress. The cost of the scheme has gone up from Rs. 1·31 crores to Rs. 5·60 crores and even the Revised Estimate for the scheme has not yet been sanctioned. Also, the entire land required for the construction of the link has not been acquired. Considering the advantages that would accrue to the South Eastern Railway for relieving the congestion at Santragachi and Howrah and for the movement of trains to Calcutta side, the Committee cannot but regret the inordinate delay that has taken place in completing the Andul-Dankuni Link. The Committee would urge that prompt action should be taken for the acquisition of land so that the work could proceed according to schedule. The Committee hope that the revised target date for completion of the work, namely December, 1968, will be strictly adhered to.

REPLY OF GOVERNMENT

The revised estimates for the Scheme have since been sanctioned in March, 1966. The major portion of the land required for the project has already been acquired and the acquisition of the balance is being vigorously pursued. The Eastern Railway have been asked to take special steps to accelerate the pace of the work and to complete it in all respects within the target date i.e., December, 1968.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.*]

Recommendation (Serial No. 13) Para No. 19

The Committee note that the programme of track renewals on the South Eastern Railway could not be fulfilled in the Second Plan and is not expected to be fulfilled even in the Third Plan. The Committee cannot over-emphasise the need for completion of all the scheduled track renewals, so essential for safety, and hope that in collaboration with the Ministry of Industry and the Directorate General, Technical Development, adequate steps will be taken to develop the production of necessary materials so that track renewal programmes can be carried out according to schedule.

REPLY OF GOVERNMENT

The Railways experienced considerable difficulty in procurement of wooden sleepers in the earlier part of the Third Plan, but the shortfall was made good to the extent possible by going in for steel and cast iron sleepers. However, in the later part of the Third Plan, the position regarding both wooden and other type of sleepers has been quite satisfactory, thanks to concerted action by the Ministry of Railways, the Ministry of Industry and the Forest Departments of the concerned State Governments. It may also be pointed out that taking the Plan as a whole, the works actually executed cover more kilometres than new works programmed during the Plan and that the throw-forward from the Third Plan to the Fourth Plan will be less than the throw-forward from the Second Plan to the Third Plan. Since track renewal works are carried out on a programmed basis and an individual track renewal work of some magnitude normally takes a period of at least two years and sometimes even more, it is inevitable that works sanctioned in the fourth and fifth years of the Plan are not completed by the end of the Plan. A certain amount of throw-forward, therefore, from one Plan to the next is inescapable and so long as this throw-forward does not form a higher percentage of the estimated cost in successive plans, the position should be taken as satisfactory.

[*Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966*]

Recommendation (Serial No. 14) Para No. 22

The Committee note that while out of 12 works for bridge strengthening, regirdering, etc., taken up by the South Eastern Railway during the Second Plan, 10 were completed and works on remaining 2 were in progress during that Plan, the work relating to regirdering of 150 girder spans on seven bridges in the broad-

gauge section and strengthening of all girder span trestle bridges on the Raipur-Dhamtari narrow-gauge section were not taken up at all and had to be postponed from the Second Plan to the Third Plan. They also note that regirdering of 71 spans on 8 bridges will have to be thrown forward from the Third Plan to the Fourth Plan.

In view of the imperative need for strengthening and regirdering the bridges for the smooth and uninterrupted running of trains, the Committee would stress the need for completion of all the bridge works during the Plan period itself. The Committee hope that the Railway would take adequate steps to ensure that all the bridge works planned for execution during the Fourth Plan including the spill-over of the Third Plan, are duly completed within that Plan period.

Reply of Government

Adequate steps have been taken to ensure that all the major bridge works so far programmed are completed during the Fourth Plan period.

Of the bridge works thrown forward from the Second Plan to Third Plan, (i) two works on bridge strengthening and regirdering which were in progress, have since been completed; (ii) works on 19 spans, out of 150 girder spans proposed for regirdering, have also been completed.

The work on the remaining 131 girder spans is in progress and will be completed during the Fourth Plan Period. The work of strengthening of all girder span trestles on the Raipur-Dhamtari narrow gauge section is in full swing and will be completed by 1967.

Of the regirdering of 71 spans on 8 bridges thrown forward from Third Plan to Fourth Plan, works on 7 spans of Subarnarekha Bridge No. 335 have been completed and on 7 spans of Sheonath-I Bridge No. 348 are nearing completion. The work on the remaining 57 girder spans has been planned and is expected to be completed during the Fourth Plan period.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.*]

Comments of the Committee

The Committee would like to be informed whether, in view of the reduction in the demand for wagons, the Railways have considered if the work of bridge-strengthening and regirdering cannot be

accelerated by using the idle wagon-manufacturing capacity for the purpose so that there is an assurance that all the programmes for the Fourth Plan would be completed within the Plan period without any spill over.

Recommendation (Serial No. 15) Para No. 25

The Committee note that there had been shortfalls in structural and engineering works scheduled to be completed by the South Eastern Railway during the Second Five Year Plan and that a number of works in relation to construction of new lines, doubling of lines, electrification of lines, yard remodelling works, additional loops, etc., had to be carried forward to the Third Five Year Plan. The Committe also note that there will be further shortfalls in the execution of works scheduled for completion in the Third Plan period in respect of doubling of lines, electrification of lines, yard remodelling works, crossing stations, additional loops, improvement of water supply, provision of automatic signalling etc.

The Committee are unhappy that in spite of improvements in the supply of steel and other materials during the Third Plan period, a number of structural and engineering works are not expected to be completed during that Plan period according to schedule and would necessarily have to be carried forward to the Fourth Plan. The Committee feel that the continuance of such shortfalls may lead to lack of adequate railway facilities—so necessary for efficient traffic operation. They need hardly emphasise that keeping in view the rapid development of the area served by the South Eastern Railway, strenuous efforts should be made to overcome all difficulties in the way of timely completion of all the Plan projects. The Committee would suggest that the question of prompt supply of all the necessary materials and equipment should be taken up in right earnest by the Railway Board with the Ministries concerned, so that the structural works of the Fourth Plan including the carry over of the previous Plan, may be completed within the Plan period and there may not be any carry forward again to the next Plan.

REPLY OF GOVERNMENT

The Committee's observations are noted. The Ministry of Railways would, however, like to clarify the position further, as below.

The Railways' Third Five Year Plan was formulated for a traffic target of 245 million tonnes of originating freight traffic, but the had to be revised and re-shaped from time to time in view of subsequent shortfalls anticipated and advised to this Ministry

periodically in regard to production and transport of coal, steel, cement, iron ore for export, etc. Some of the new lines, doublings and electrification projects, which were linked to specific industrial projects and export programmes, had either to be deferred or slowed down to fit in with the rephasing of such projects/programmes. Completion of some of the other important works, such as, other doublings, remodelling of yards etc. had also to be re-scheduled in order to fit in more closely with the later anticipations of materialisation of traffic. The real test, however, of the effectiveness of the Rlys' plan programmes should be judged by the railways actual performance in meeting the traffic demand as it developed. True, there was some difficulty in the first year of the Third Plan but this had been overcome in the second year, and, in fact, in 1962-63 and 1963-64 the railways carried an unprecedental increase of freight traffic of 30 million tonnes originating. Towards the end of the Third Plan period, the Railways have created adequate capacity, which especially for Steel Plants, iron ore exports, coal etc. is slightly ahead of the actual transport requirements of the country.

2. Regarding the second part of the Committee's recommendation the Ministry of Railways would like to assure the Committee that the machinery on the Railways for the procurement and distribution of the necessary materials and equipment has been progressively geared up over a period of years. As mentioned earlier, the capacity of the Railways to carry the traffic is already ahead of demand, and generally speaking, the delays in the receipt of materials will not any longer be a factor affecting creation of additional traffic facilities. Isolated instances in which the plan target had not been achieved could invariably be traced either to overall shortage of certain specific materials which necessitated a corresponding reduction in the Railways' share of their requirements or with non-materialisation of the plans for development of other sectors of economy which led to a corresponding slowing down of the progress of the railway works.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966.*]

Recommendation (Serial No. 16) Para No. 28

The Committee would emphasise that while finalising the Fourth Plan allocations for opening of new lines, due regard should be given to the potential areas of development and particularly to those areas which need development in the context of the Defence requirements. The Committee need hardly stress the desirability of main-

taining a proper balance between economic development and the development of transport so that the former does not suffer due to any deficiency in the latter.

REPLY OF GOVERNMENT

The Railway's Fourth Five Year Plan has not yet been finalised. However, the present indications are that a sum of Rs. 161 crores is likely to be allotted to the Railways for the construction of new lines. Out of this allocation about Rs. 100 crores will be required for the completion of schemes brought forward from the Third Plan which means that only Rs. 61 crores will be available for taking up fresh commitments during the Fourth Plan. This limitation in the availability of funds will necessarily impose severe constraints in the new line construction programme of the Railways. Further, new lines required for defence needs will have to be given due priority. Lines which are linked up with specific development projects will also have to be considered on a priority basis. As alrealy explained to the Estimates Committee, the costs of new line construction and operation are very high, and there should be good prospects of a sufficiently high quantity of enduring traffic to yield a reasonable return on an investment before it can be undertaken. All these aspects will be carefully examined in consultation with the Planning Commission before the programme for new line construction during the Fourth Plan is finalised so as to ensure that the country's economy does not suffer for want of adequate rail transport facilities.

[*Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966*]

Recommendation (Serial No. 17) Para Nos. 28 & 134

While appreciating the policy of development of transport facilities following specific major projects for the expansion of the new industrial, mining and multipurpose agricultural programmes, the Committee feel that in certain undeveloped areas, transport arrangements should precede and supply necessary facilities for economic development. In that context, the Committee note that the South Eastern Raliway has not sufficiently penetrated into the interiors of Orissa, Madhya Pradesh and the Midnapore district of West Bengal—areas which have potentialities for development and when mineral and natural resources are still lying untapped for want of a good Communication system. The Committee would like to emphasise that the Railways should draw up plans for extension of transport facilities to these areas, so that these areas may get the incentive for

development. The Committee have no doubt that the needs of these areas will receive their due priorities in the overall expansion of the Railways.

REPLY OF GOVERNMENT

The Railways support the view that transport facilities should precede and provide the incentive for economic development in under-developed areas. But the important consideration under such a situation is the scale and magnitude of transport facilities that should precede the economic growth. In view of the limited resources, the Railways cannot make large investments which would be lying unproductive for a long period awaiting the economic development of the area where the investment has been made. Besides heavy initial investment a railway line has high annual expenditure for maintenance and operation, and as such only a high volume of traffic can justify its construction. It would be uneconomical to go in for new line construction in under-developed areas where sufficiently high traffic may not materialise for many years. In view of the limited resources position of the Government at the present stage it would be advisable to examine alternate low investment transport facilities such as road transport for achieving the same objectives, in the initial stages.

Some surveys are, however, being made for projection of new lines into the interior of Orissa and Madhya Pradesh in connection with iron ore exports and the movement of raw materials and finished products for a new Steel Plant that may be sited in these areas.

[*Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966*]

Recommendation (Serial No. 19) Para No. 31

The Committee have found that the passengers detrained at Howrah have to face great difficulties to reach their destinations due to non-availability of conveyance, congestion on the Howrah bridge and on the Howrah bridge approaches on both sides. The responsibility of the Railways in regard to provision of necessary facilities to their passengers to reach their destinations after they have been detrianed at Howrah should not be decided only on a legalistic or technical basis, but should be considered on the basis of utility organisation of a welfare State. As such the Committee feel that it would be desirable and useful if the Railways take active interest in this problem and try to find a solution in collaboration with State Government.

REPLY OF GOVERNMENT

In consultation with the Railways, the Calcutta Metropolitan Planning Organisation of the West Benegal Government have drawn up a plan for removing congestion at Howrah bridge and its approaches. Their proposals include certain works to be carried out at Howrah bridge and the approaches and certain additions and alterations to the Howrah station building, to fit into this scheme. The sharing of the cost between the Railways and the West Bengal Government etc. in regard to the additions and alterations to the Howrah station building is expected to be decided to the satisfaction of all the concerned agencies.

The Calcutta Metropolitan Planning Organisation of the West Bengal Government have also proposed the building of a separate road bridge across the Hooghly near Prince's Ghat. The financing pattern with special reference to the levy of tolls is being considered by the Government of West Bengal.

Studies are also in progress by the Study Team on Metropolitan Transport set up by the Planning Commission and the Regional Transport Survey Unit (Eastern Region), Calcutta regarding transport problems of Calcutta metropolitan area. Their recommendations will be considered by the parties concerned, including the Ministry of Railways.

[*Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966*]

COMMENTS OF THE COMMITTEE

The Committee would like to be informed about the further progress made by the end of the current financial year.

Recommendation (Serial No. 20) Para No. 37

The Committee are conscious of the fact that the transport problem of the Calcutta Metropolitan District with a population of over six million is an extermely complex one and that there is an urgent need for an efficient high capacity system of mass trasportation around and within the metropolis. They are also aware that there is a public demand for having two or three terminal stations in Calcutta and for remodelling of the existing Sealdah Station so that it could admit more long distance trains and thereby relieve traffic congestion on the Howrah bridge and also its approach roads.

The Committee note that the additional capacity being created at Howrah by extension of the platforms, route-relay interlocking etc. would be sufficient to meet the requirements for the next ten years or so on the basis of the normal increase in traffic. While the Committee appreciate the difficulties, like land acquisition etc., that present themselves in diversion of trains to, and development of additional terminal facilities in, the areas of Calcutta on the eastern side of the river Hoogly, they nevertheless feel that with the ever expanding industrial and other activities of Calcutta and with the plan for the development of satellite townships like the Salt Lake area, a sufficiently long term view has to be taken of the transport requirements.

The Committee, therefore, suggest that the Study Team set up by the Planning Commission may also examine in all its ramifications the question of enhancing the terminal facilities on the eastern bank of the Hooghly, if necessary by providing a new road-cum-rail bridge between the present Howrah Bridge and the Bally Bridge; so that more trains of the South Eastern and Eastern Railways may go over to the eastern side direct and thus obviate the necessity of large number of commuters passing over the Howrah bridge twice on every week day. The Study Team may also examine whether Sealdah or any other station could be developed as a central station on the east bank of river Hooghly.

REPLY OF GOVERNMENT

As recommended by the Estimates Committee, the Planning Commission has been requested to ask the Study Team appointed by them to examine the question of enhancing the terminal facilities on the Eastern bank of river Hooghly in all its ramifications.

[*Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October, 1966*]

COMMENTS OF THE COMMITTEE

The Committee would like to be informed about the progress made, by the end of the current financial year.

Recommendation (Serial No. 22) Para No. 37

The Committee suggest that the Government should plan in advance for railway communication with the Salt Lake area in Calcutta—where about 1 million people are going to be settled. They would also suggest to the Railway Board to try to obtain enough

space from the State Government to develop a terminal station in the Salt Lake area.

REPLY OF GOVERNMENT

The scheme referred to has been devised by the Calcutta Metropolitan Planning Organisation and lies within the Greater Calcutta Metropolitan area, the transport and associated problems of which are being examined by the Study Team on Metropolitan Transport. Appropriate action will be initiated on receipt of the report of this Study Team.

[*Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 26th October,* 1966]

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

The latest position may please be indicated.

[*Lok Sabha Secretariat O.M. No.* 4/19(6)-*ECII/66, dated the* 5*th April,* 1967]

REPLY OF GOVERNMENT

Attention is invited to the remarks given in regard to Recommendation S. No. 21—Para 37 wherein it has been stated that the Metropolitan Transport Team is arranging for the feasibility survey for a new section of the railway line from near Dum Dum to serve the Salt Lake area under development. The feasibility survey for this proposal will be undertaken under the aegis of the Metropolitan Transport Team. The Railways have agreed to provide the necessary Survey Officers, personnel and equipment. The survey party will work under the guidance and direction of the Metropolitan Transport Team. The proposed feasibility survey is for the purpose of indicating what land will have to be earmarked for the railway line if and when such a line is laid. The necessity and justification for the construction of this line, the authority which will have to carry out the detailed survey, design, construction, operation and maintenance of the section, the source of financing the project are yet to be determined. It is expected that this Feasibility Survey may take about 9—12 months.

[*Ministry of Railways (Railway Board) O.M. No. 66—B(C)—EC/91, dated the 25th April,* 1967]

Recommendation (Serial No. 23) Para No. 37

Regarding the Sonarpur township which is expected to have over 00 residential plots and which is within a few miles from

Calcutta (Sealdah) the Committee feel that the present railway station at Sonarpur will be quite inadequate to meet the traffic likely to be created there and to relieve the pressure on the Sealdah station. The Committee, therefore, would like to urge that from now adequate provision for extension of the railway facilities at Sonarpur should be made, so that there may not be further aggravation of the difficulties in the metropolitan traffic of Calcutta.

REPLY OF GOVERNMENT

The Sonarpur Township scheme has been devised by the Calcutta Metropolitan Planning Organisation and lies within the Greater Calcutta Metropolitan area, the transport and associated problems of which are being examined by the Study Team on Metropolitan Transport. Appropriate action will be initiated on receipt of the report of this Study Team.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966]

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please state whether the question of making adequate provision for extension of the railway facilities at Sonarpur has been examined by the Study Team. If so, the action taken by the Government may please be indicated.

[*Lok Sabha Secretariat O.M. No. 4/19(6)-ECII/66, dated the 5th April,* 1967]

REPLY OF GOVERNMENT

The report of the Metropolitan Transport Team has not yet been received. However, the Eastern Railway is considering whether there is need for acquiring additional land to meet the rail transport needs of Sonarpur township under development. A decision has not yet been taken.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 25th April,* 1967]

Recommendation (Serial No. 25) Para No. 38

The Committee note that traffic on the South Eastern Railway during the last 15 years has increased at a higher rate than the average increase over all Railways, and appreciate that the Railway has been able to tackle this growing traffic, at the same time maintaining its operating efficiency. The Committee have no doubt that this Railway will continue to guage the future increase in traffic and provide necessary transport capacity to match the same from time to time.

REPLY OF GOVERNMENT

Noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966]

Recommendation (Serial No. 26) Para No. 40

The Committee expect that the South Eastern Railway would take note of the position regarding (i) steam locomotives in excess of their requirements and (ii) detention to steam locomotives en route on account of hot boxes, as pointed out by the Efficiency Bureau in their Study No. 4/1963, and would now try to adjust the number of steam locomotives according to their requirements by making an up-to-date realistic assessment. The Committee would further urge that vigorous efforts should be made to avoid undue detentions and to step up the utilisation of steam engines.

REPLY OF GOVERNMENT

The South Eastern Railway have made a careful reassessment of steam loco. requirements and are taking steps to adjust the number according to current requirements. With the progressive increase of diesel and electric traction for haulage of through goods trains during the last 5 years, the number of steam locos. services earning comparatively low mileage has gone up by nearly 140 per cent during the last 5 years. With the prospect of further dieselisation and electrification, there is less scope now for stepping up engine kilometres per day per steam engine in use on goods services.

Special measures are being taken to reduce the incidence of hot boxes on goods trains, and there has been substantial improvement from 1963. As against 9.15 hot boxes per one million wagon kilometres in 1962-63, it has come down to an average of 5.35 in 1965-66 (upto February). There was a steady downward trend in 1965-66, and hot boxes in February, 1966 came down to 3.04 per one million wagon kilometres.

Efforts will continue to be made to avoid undue detentions affecting the utilisation of steam locomotives.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966]

Recommendation (Serial No. 27) Para No. 44

The Committee appreciate the efforts made by the Railways to develop indigenous components of diesel engines. In view of the

difficult foreign exchange position of the country, the Committee feel that the Railways may have to drastically cut down their imports and depend on indigenous resources for manufacture of essential parts which are at present being imported.

The Committee suggest that Government should explore the feasibility of further utilising the resources available with the Small Scale industries for the manufacture of diesel spares and components.

REPLY OF GOVERNMENT

The Ministry of Railways are grateful to the Committee for their appreciation of the efforts to develop indigenous components of diesel engines. The Ministry of Railways fully realise the necessity of accelerating the self-sufficiency drive and reducing imports to the minimum. Close liaison is being maintained with the Directorate General of Technical Development and with the industry. Diesel components are mostly specialised items manufactured to high precision tolerances, and in many cases requiring special manufacturing techniques. This limits the extent to which small-scale industries can supply such components. However, to the extent possible, small scale units are encouraged to take up such items and already during 1965-66 (up to 28.2.66) orders for diesel components and spares worth Rs. 9.79 lakhs have been placed on small-scale units. The Ministry of Railways will continue to encourage and promote small-scale industries supplying diesel components to the Railways.

It is expected that as a result of the developmental efforts being made, by the end of the Fourth Plan, the import of diesel components would be restricted to only a few items of a proprietary or highly specialised nature.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 28) Para No. 44

The Committee feel that energetic efforts should be made to improve the quality of the indigenous components and materials. The Railways should take up the question of finding more indigenous items as import substitutes as also the question of improving the quality of these products with the Ministry of Industry, the Director General, Technical Development, Development Commissioner, Small Scale Industries and the private industries. The Committee also note that there have been complaints about the quality of these indigenous products. They hope that the Railways would try to get

the help of the Indian Stadards Institute for setting up standards for these products.

REPLY OF GOVERNMENT

Being alive to the necessity for conserving foreign exchange, the Ministry of Railways have, for some time now been pursuing the development of indigenous items as import substitutes. Close liaison is being maintained with the Directorate General of Technical Development, other Ministries and Departments concerned and with the industry, including small-scale interests. The Research, Designs & Standards Organisation of the Railways have also been maintaining liaison with the different national laboratories and research institutes and their help and advice is taken wherever necessary. Appreciable progress has already been made in developing import substitutes and the drive is being continued. Emphasis is being laid on quality and wherever necessary, technical guidance is given to entrepreneurs, especially for items to be manufactured for the first time. The assistance of the Indian Standards Institution is also being taken wherever necessary for the purpose of setting up acceptable indigenous standards.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 29) Para No. 44

The Committee note that the teething troubles in diesel locomotives are being rectified with assistance of the Service Engineers of the manufacturers. The Committee hope that the defects in both diesel and electric locomotives will be rectified expeditiously and the incidence of their failures brought down considerably.

REPLY OF GOVERNMENT

The recommendations of the Committee are noted. The South Eastern Railway administration have been addressed to implement the same.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 30) Para No. 44

The Committee expect that the Railways will try to get their own engineers trained in the repair and maintenance of diesel locomotives so that dependence on the Service Engineers of foreign manufacturers could be dispensed with at the earliest.

REPLY OF GOVERNMENT

Service Engineers are posted by the manufacturers not only to train the staff in the handling of equipment supplied by the manufacturers but also to examine the warranty claims put forward by the Railways under the agreement and to furnish replacements. No service Engineer is being retained purely to guide the staff of the Indian Railways regarding maintenance of Diesel Locomotices after the warranty period for the locomtives is over.

2. The Railways are fully alive to the need for training their own Engineers in the repairs and maintenance of diesel locomotives. With this end in view, Diesel Training establishments have been set up on Railways to meet their requirements of trained personnel. Standard schedules of training have been laid down for training of the running as well as maintenance staff at all levels. Similarly, refresher courses are being arranged for officers of the Mechanical and Electrical Departments to familiarise them with the working of the diesel locomotives—the theoretical training being imparted at the Indian Railways School of Mechanical and Electrical Engineering, Jamalpur, and the practical training in major Sheds.

3. In addition to developing the necessary training facilities within the country, by the end of the III Plan, Indian Railways have had 101 officers and 129 Senior Subordinates trained in the design, manufacture, operation and maintenance of diesel locomotives in the U.S.A., U.K., France and West Germany to meet the immediate requirements of trained personnel on the Indian Railways. This training was arranged at Government expense as well as through scholarships provided under various Technical Cooperation schemes. Almost all men trained abroad are being utilised on jobs connected with diesel work.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 31) Para No. 44

The Committee would suggest that special arrangements should be made by the Railways to impart specialised training to the running staff in the handling and maintenance of diesel and electric locomotives.

REPLY OF GOVERNMENT

Railways have already been asked to take suitable steps to have adequate numbers of staff trained and augment training facilities wherever called for, having due regard to the pace at which dieselization/electrification of Railway sections is being undertaken.

To keep them abreast of the techniques of handling and maintenance of diesel/electric locomotives, Railway staff are also deputed for attending specialized training in the various institutions/organisations in the country and abroad.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 32) Para No. 44

The Committee note that the best performance of engines on the South Eastern Railway during the last three years, namely running 1,42,567 K.Ms. without any engine failure in 1963-64, is still below the target of 1,60,000 K.Ms. fixed by the Railway Board. Even if with their comparatively early stage of familiarity of diesel traction the target laid down may be considered as an exacting one for the Railways, the Committee hope that the Railways would aspire to achieve the target within a short time and draw up a programme for the progressive realisation of the target.

REPLY OF GOVERNMENT

The Committee's observations are noted. Special efforts are being made to improve the performance of Diesel and Electric Locos, and bring them up to the target, by intensive training of staff analysing the causes of failures and carrying out modifications to the fittings that have given trouble in service.

With the teething troubles being experienced in the developing stage of Diesel and Electric tractions, the prescribed target of 1,60,000 Kms. per engine failure is no doubt an exacting one. A temporary lowering of the target on a more realistic basis has, however, not been favoured, and it is considered desirable to let the present stiff target remain so that Railways may have it constantly in mind for early achievement.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 33) Para No. 46

In view of the fact that the South Eastern Railway has the largest narrow-gauge route amongst the Indian Railways the Committee feel that the replacement programmes for narrow-gauge locomotives should be formulated in such a manner that the percentage of over-aged stock of narrow-gauge locomotives on this Railway is not higher as compared to the over-all position of narrow-gauge locomotives on all Railways, and that such replacements, as far as possible, are linked to the prescribed life of the locomotives.

REPLY OF GOVERNMENT

It is proposed to go in for only Diesel Locomotives for use on the narrow-gauge sections in future. 25 Diesel Locomotives were procured last year, of which 15 were allotted to the South Eastern Railway. The overaged loco percentage on the narrow-gauge of this Railway was 45·26 on 31-3-1965 as against 37·59 for all railways.

It is planned to procure 50 narrow-gauge diesel locomotives in the IV Plan. The possibility of producing them in the country, with imported power units, is under examination. Railways indicate their requirements of locomotives on replacement account in their Triennial Rolling Stock Programmes on the basis of the age and condition of their existing overaged locos. New locomotives are allotted to Railways against these demands, if possible in full; otherwise, on prorata basis, giving special weightage to the immediate requirements, if any, at the time of allotment. The Committee's recommendation to the effect that the percentage of overaged stock of narrow gauge locomotives on the South Eastern Railway should not be allowed to go higher as compared to the overall position of narrow-gauge locomotives on all Railways, will be borne in mind as and when new diesel locomotives are obtained for future allotment.

[*Ministry of Railways (Railway Board) O.M. No. 66-B (C)—EC/66, dated the 26th October, 1966*].

Recommendation (Serial No. 34) Para No. 49

The Committee note that while there has been some improvement in the percentage of right time starts to trains from the Yards of the South Eastern Railway, the position is still far from satisfactory in most of the Yards. The Committee feel that vigorous efforts should be made to ensure that an appreciable improvement is effected in the matter of right time starts. They would further like to stress the necessity of quick delivery of goods and of avoiding loss of engine hours due to failure in starting of trains at right time.

REPLY OF GOVERNMENT

Noted. Action is being taken by the Railway to improve right time starts of goods trains from the various yards.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 35) Para No. 51

The Committee note that there has been some improvement in the speed of goods trains on the broad-gauge sections of the South Eastern Railway, in as much as the speed for all goods trains (all traction) rose to 14·4 K.ms. per hour in 1964-65 and 15·3 K.Ms., per hour in 1965-66 (April to June) from 13·9 K.Ms. in 1963-64 and 13·1 K.Ms. in 1962-63.

The Committee hope that with the completion of the extensive modernisation programmes undertaken by the South Eastern Railway, it would be possible for this Railway to provide much faster services for the transport of goods and thus keep pace with the ever-increasing load of goods traffic on that Railway.

REPLY OF GOVERNMENT

Noted. It is the endeavour of the Railway Board to further improve the speeds of goods trains on the South Eastern Railway and cater satisfactorily to the increasing load of goods traffic on that Railway.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 36) Para No. 53

The Committee would suggest that the South Eastern Railway should give proper publicity to the introduction of additional passenger trains on that Railway so as to wipe off any impression in the minds of Railway users that the interests of passenger traffic are being ignored by this Railway.

REPLY OF GOVERNMENT

The Committee's observations are noted. The South Eastern Railway has been directed to take suitable action in the matter.

The recommenadtion has been circulated to all other Indian Railways also for information and guidance.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 37) Para No. 54

The Committee need hardly stress that the South Eastern Railway should keep a constant watch on the growth of passenger traffic on the Howrah-Kharagpur section and take necessary steps from time to time to augment the train capacity commensurate with the increase in passenger traffic, and thus ensure that the transport facilities available match the requirements.

REPLY OF GOVERNMENT

The observations of the Committee are noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 39) Para No. 56

The Committee understand that the Committee on Transport Policy and Coordination has also looked into the question of rail-road co-ordination and has submitted its report. The Committee feel that some suitable machinery to ensure an effective coordination between road and rail transport is long overdue and hope that the same would be evolved by Government at an early date, if necessary on an all-India pattern, so that the rail and road transport function in a manner complementary to, and not in competition with, each other

REPLY OF GOVERNMENT

The Committee on Transport Policy and Coordination has *inter alia* recommended setting up of suitable machinery for ensuring co-ordination between road and rail transport. The Committee itself was set up by the Planning Commission and their report is under examination in the Planning Commission as well as in the concerned Ministries. Necessary action will be taken in the matter as soon as the Government's decision on the recommendations of the Committee are available.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966*].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

In the reply of Government to this recommendation, it has been stated that the report of the Committee on Transport Policy and Coordination is under examination in the Planning Commission and the concerned Ministries.

The action taken on the Government's decision in this regard may kindly be indicated.

[*Lok Sabha Secretariat O.M. No. 4/19(6)-ECII/66 dated the 5th April, 1967*].

REPLY OF GOVERNMENT

The recommendation concerning the formation of a suitable machinery to ensure effective co-ordination between road and rail transport is being pursued by the Planning Commission, and the

Railway Ministry will take appropriate action on being advised by the Commission in the matter.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 25th April,* 1967].

Recommendation (Serial No. 41) Para No. 65

In view of the fact that the purity requirements for Benzene have necessarily to be of a very high standard, the Committee feel that it would be better if the steel plants themselves make all suitable arrangements for cleaning of tank wagons expeditiously according to their specifications. The Railways should, on their part increase the free time required by the steel plants for cleaning the wagons.

The Committee would, therefore, suggest that the matter may be discussed between the representatives of the steel plants and the South Eastern Railway with a view to arriving at a mutually agreed free time for cleaning of tank wagons from the point of view of broad national interest.

REPLY OF GOVERNMENT

The matter has been examined in consultation with the South Eastern Railway and that railway has been directed to allow a free time of 48 hours for Benzene tank wagons loaded at Rourkela Steel Plant (for single operation against the present free time of 24 hours) as an experimental measure for a period of 6 months.

As regards TISCO and Bhilai Steel Plants, they have advised the South Eastern Railway that the free time of 24 hours for loading of tank wagons with Benzene is sufficient and no enhancement therein is necessary.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966]

Recommendation (Serial No. 42) Para No. 66

The Committee feel that the running of scheduled trains for raw materials would be of mutual benefit to the South Eastern Railway and the steel plants in that it would mean better utilisation of wagons and regular supply of materials to the plants. They regret that a regular time schedule could not be maintained for loading and unloading in the past. The Committee hope that the system of scheduled trains would be reintroduced for all steel plants in stages.

REPLY OF GOVERNMENT

The recommendation is noted. Railways concerned are being asked to make further trials of raw material trains on fixed schedules between selected points mutually acceptable to both the loading Railways and the Steel Plants concerned.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966]

Recommendation (Serial No. 43) Para No. 71

The Committee would like to point out that the low priority consumers of coal are usually the rural and the semi-urban common people who use it for burning bricks and for domestic consumption. The Committee would, therefore, suggest that to obviate the complaints regarding inadequate supply of wagons to low priority consumers in West Bengal/Bihar coalfields, the South Eastern Railway should maintain an effective liaison with representatives of such consumers and arrange for supply of wagons according to their requirements.

REPLY OF GOVERNMENT

Low priority consumers, such as the rural population using coal for domestic consumption and brick-burning, are usually not organised into associations, but railways are able to maintain liaison with them through various consultative bodies and the chambers of trade and commerce. Railways have consultative bodies at District and Divisional levels, of which regular meetings are held. Similarly, chambers of trade and commerce have meetings with the General Managers and other senior officers of the Railways. At bigger consuming points, there are also cooperatives and railways maintain liaison with these. Liaison Officers of State Governments represent the interest of low priority consumers and these Liaison Officers also maintain liaison with the railways.

It will be seen from the foregoing that railways are maintaining effective liaison with low priority consumers.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 44) Para No. 73

While the Committee have no doubt that the Railways would continue to endeavour to further improve the position regarding departure of coal pilots from the base depots in the Bengal/Bihar coalfields, they feel that the Railways and the collieries should have

continuous and adequate coordination in the matter of placement and loading of wagons so that detention to coal pilots on collieries account are also brought down and a smooth and continuous clearance of coal is ensured.

REPLY OF GOVERNMENT

The recommendation is noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 45) Para No. 74

The Committee note that while in most of the cases the delay in remodelling the assisted sidings is due to non-completion of the sub-grade work which is the responsibility of the colliery firms themselves and while in most cases estimate sanctions and work orders were issued by the South Eastern Railway within a month of the deposit made by the collieries, there are four cases in which such sanctions have been held up with the Railway for more than three months.

The Committee hope that the estimate sanctions and work orders in all the cases will be issued by the Railway as far as possible within one month.

The Committee need hardly stress that in this matter, there should be better understanding and collaboration between the South Eastern Railway and the collieries. The South Eastern Railway may therefore take up with the collieries concerned the question of early completion of the sub-grade work (including ballast) so that the Railway portion of the remodelling work could also be taken in hand soon thereafter.

REPLY OF GOVERNMENT

In all the four cases referred to in the above recommendation in which sanctions have been held up with the Railways for more than three months, estimates have since been sanctioned and orders have also been issued by the S.E. Railway Administration to start the work in each case. The Railway Administration are also being advised to take up with the collieries concerned the question of early completion of sub-grade work (including ballast) so that the Railway portion of the remodelling work could also be taken in hand soon thereafter.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 46) Para No. 77

While noting that some measures are being taken by the South Eastern Railway to ensure smooth and quick movement of perishable traffic, the Committee feel that the time taken for movement of lime traffic to Howrah (4 to 6 days), for eggs to Howrah, Tata, Durg and Raipur (3 to 7 days) and for grapes to Howrah (5 days) is rather excessive and can be considerably reduced. They would, therefore, suggest that efforts should be made to reduce the transit time in these cases.

REPLY OF GOVERNMENT

The recommendation is noted. Every endeavour is being made by the Railways to reduce the transit time and the steps already taken have produced encouraging results. The measures taken include augmentation of brakevan accommodation on Mail and Express trains between Madras and Howrah, introduction of an additional Express-cum-Passenger train on this route from April 1966, and tightening up of schedules, enabling clearance of perishables in much larger quantities and more expeditiously. Frequent checks are being made at appropriate levels and cases of excessive transit time are pursued with a view to eliminating the sources of delay.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

COMMENTS OF THE COMMITTEE

The Committee would like to be informed by the end of the current financial year about the reduction effected in the transit time as a result of the steps taken by the Railways.

Recommendation (Serial No. 47) Para No. 79

The Committee find that whereas loadings of iron ore from Banspani fell short of indents only during three months, such shortfalls in the case of manganese are continued from months to month and only in February, 1965, the indents for wagons were met in full by the South Eastern Railway.

In view of the fact that the handling facilities at the Visakhapatnam Port have improved and the Port is in a position to take in more wagons, the Committee would urge that no effort should be spared for speedy movement of all the manganese ore that may be offered for export. The Committee feel that its question of failure to provide adequate number of wagons for the export of man-

ganese ore should be urgently attended to—Particularly in view of a slump in the export of manganese ore and the anxiety of the Government to boost the export.

REPLY OF GOVERNMENT

The recommendation is noted. The South Eastern Railway has already taken steps to improve the loading of Manganese ore for export *via* Vizag Port from the Barajamda area. During the year 1965-66 the Manganese Ore loading from this sector increased by 168 per cent compared to the previous financial year. During the first 2 months of 1966-67 all the Manganese Ore traffic offered for despatch by rail from the Barajamda Sector of South Eastern Railway for export *via* Vizag was moved in full and there were no outstanding indents on 31.5.66.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 48) Para No. 80

The Committee note that the supply of wagons and loading of jute fell short of indents during March, May and June, 1965, *in the case of Chittivalasa Mill and during February, April and May,* 1965, *in the case of Nelimarla Mill. The Committee also note that the position regarding wagon supply has been gradually improving after June,* 1965, *and that there were no outstandings at the end of September,* 1965.

The Committee hope that all the wagons indented for by the two Jute Mills would be promptly supplied hereafter.

REPLY OF GOVERNMENT

The recommendation is noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 49) Para No. 81

The Committee suggest that careful planning should be done by the Railways while introducing Box Wagons for use by different industries so as to ensure that no undue inconvenience is caused to the small industries.

REPLY OF GOVERNMENT

The recommendation is noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 50) Para No. 82

The Committee would urge the need for completion of the work relating to provision of full basic amenities at Balpor Halt and Dugde stations on the South Eastern Railway according to schedule by March, 1966.

REPLY OF GOVERNMENT

The waiting halls at Dudge and Balpor are under construction and the work is expected to be completed in the near future. With the completion of these works all basic amenities would be available at these stations.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 52) Para No. 84

The Committee are not happy about the continuous shortfalls in the utilisation of funds allotted for provision of passenger amenities on the South Eastern Railway. In this context they would also draw attention to the decision to raise the annual provision for the Users' amenities on the Indian Railways from Rs. 3 crores to Rs. 4 crores on the recommendation of the Railway Convention Committee. In order to ensure that this increased allocation for passenger amenities renders real benefits to the railway users, it is imperative that the Railway Board should stress on all the Zonal Railways the desirability of utilising in full the funds allotted to each for this purpose.

REPLY OF GOVERNMENT

Instructions have been issued to the Zonal Railways to utilise fully the funds allotted under the Plan Head 'Passenger Amenities'.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 53) Para No. 85

The Committee suggest that along with the improvement and provision of additional accommodation in the waiting rooms at Kharagpur, the South Eastern Railway may also look into the question of making necessary improvements in the condition of furniture and fittings in the retiring rooms there.

REPLY OF GOVERNMENT

The proposal of providing additional accommodation in the waiting rooms at Kharagpur is under investigation of the S.E. Railway.

As regards improvements to the furniture of the retiring rooms at this station, the S.E. Railway has already made arrangements for manufacture of furniture of standard design in their workshops at Kharagpur.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 54) Para No. 86

The Committee suggest that the Railways should seek the help of the State Governments concerned in getting the necessary supplies of power so that as large a number of stations on the South Eastern Railway as possible are electrified during the Fourth Plan period. Meanwhile, the Committee hope that the Railways would see to it that proper lighting arrangements are made at all stations not yet electrified.

REPLY OF GOVERNMENT

Instructions already exist that wherever electricity is locally available at reasonable rates, these stations should be electrified and this work given top priority among 'Passengers' and other Users' Amenities. However, in the light of the Committee's recommendation, instructions have been issued to the S.E. Railway Administration to carry out the above policy of the Government, during the IV Plan period itself. Proper lighting arrangements at non-electrified stations will continue to receive special attention.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 55) Para No. 87

Since the provision of separate storage arrangements for inflammable materials is one of the essential precautions against fire, the Committee would urge that such arrangements should be made at the Shalimar Goods Terminal as early as possible.

REPLY OF GOVERNMENT

A covered shed at Shalimar Goods Depot for storage of dangerous goods (which includes inflammable liquids and inflammable solids) has already been sanctioned and action is being taken to provide the shed as early as possible.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 56) Para No. 88

The Committee hope that all the formalities in connection with the finalisation of the proposal to construct a double-storeyed building at the Shalimar Goods Terminal will be completed expeditiously and the construction work will soon be taken in hand in order to remove the congestion in the Canteen, the Enquiry Office and the corridors in front of the Delivery Office, and to improve the amenities provided for the users.

REPLY OF GOVERNMENT

The work in connection with provision of a double-storeyed goods shed at Shalimar with covered area of 15,000 sft. in each floor including accommodation for office, lifts and chutes has been sanctioned at an estimated cost of Rs. 5.50 lakhs and included in the Budget for 1966-67. The outlay proposed for the current financial year is Rs. 2.50 lakhs. With the completion of the work the congestion in the goods shed will be eliminated and improved facilities provided.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 57) Para No. 89

The Committee are surprised to learn that an important Zonal Railway like the South Eastern Railway serving a metropolitan city has hardly any booking office within the city of Calcutta under its exclusive control and management except at Esplanade, where facilities are admittedly inadequate due to lack of accommodation. The Committee have reason to believe that intending passengers of Calcutta, particularly the long distance Third class passengers requiring sleeping reservations, have to face considerable difficulties in getting their reservations. The Committee feel that the facilities available even at Russa Road and Kidderpore City Booking Offices of the Eastern Railway in this regard are quite inadequate to meet the needs of residents of north, east and central Calcutta. The Committee hope that more city booking offices preferably under the direct control of the South Eastern Railway, or at least conjointly with the Eastern Railway, should be opened to provide facilities for reservation of berths particularly for the Third class sleeper berths.

REPLY OF GOVERNMENT

In addition to the City Booking Office at Esplanade Mansions, which is under the exclusive control of the South Eastern Railway there are 7 joint City Booking Offices at Calcutta which cater to the needs of passengers of both the Eastern and South Eastern Rail-

ways. These are located at Cornwalis Street, Burra Bazar, Chowringhee Square, Park Street, Kidderpore, Russa Road and Salkia (Howrah).

2. Experience has shown that the administrative control exercised by the Eastern Railway over the 7 joint Booking Offices referred to above has not adversely affected the interests of the travelling public of S.E. Railway or, in any way, caused inconvenience to them.

3. Regarding the inadequacy of accommodation at the Esplanade Mansions City Booking Office, it is pointed out that plans have already been finalised to provide additional space by the construction of a mezzanine Floor. As a result the space available for reservation and booking will increase from 1365 sft. to 2657 sft. The work on remodelling these premises is expected to commence shortly.

4. The Railway Administration consider that the physical location and coverage provided by the existing City Booking Offices is adequate and no special advantage is likely to accrue to the travelling public by the opening of additional City Booking offices whether they are controlled by the South Eastern Railway or by the Eastern Railway.

5. It has to be emphasized here that the basic problem facing the two Railways in Calcutta is the total availability of accommodation on trains and the allotment of reasonable quotas to each City Booking Office and not the number Booking Offices functioning in the City. The number of 3rd class sleeper berths available on different trains, their existing distribution amongst the City Booking Offices and the revised quota now allotted is shown in the enclosed statement (Appendix I). It will be seen that bulk of the quota for reservation of 3rd class sleeper berths has been kept in Esplanade Mansions City Booking Office, which is centrally located and where better supervision is available. It will also be seen that in the revised allotment, quotas have been earmarked for Kidderpore and Russa Road City Booking Offices practically in the case of all the trains.

6. However, if even after the revision of the quotas as indicated in (Appendix I) the need for opening more City Booking Offices under the control of either the South Eastern Railway or the Eastern Railway is felt, necessary action in this regard will be initiated.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 58) Para No. 89

The Committee would suggest that the Railways may consider the question of revising the quotas allotted to the City Booking Offices in Calcutta and to providing reservation facilities for more trains at these Booking Offices.

REPLY OF GOVERNMENT

The quotas allotted to the City Booking Offices in Calcutta area have since been reviewed by the Railway Administration and revised wherever necessary. The Railway Administrations have, however, been asked to take further action as recommended by the Committee wherever traffic justification exists, by enhancing the existing quotas and by allotting quotas for trains for which such a facility is not available now.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 59) Para No. 90

While the Committee appreciate that there has been some improvement in the average time taken for settlement of claims on the South Eastern Railway, they note that the figure of 52 days for 1964-65, *is still much higher than the corresponding average figures of* 31.3 *days for all Indian Railways.*

The Committee are also not convinced with the reasons advanced for the continuous fall in the number of claims cases disposed of from year to year during the last three years. The Committee feel that there is need for a special drive on the part of the South Eastern Railway to achieve the objective of expeditious disposal and clearance of a greater number of claims cases.

REPLY OF GOVERNMENT

As a result of special steps taken, the closing balance of claims, which was 7,464 on 31st March, 1965 as against 6,296 on 31st March, 1964, was brought down to 5,427 at the end of February, 1966. This was equivalent to 0.96 month's average intake.

2. The special steps taken included:—

(a) Intensification of supervision on preparation, submission/collection of Missing Goods Reports from stations.

(b) Collection of documents from claimants by deputing responsible messengers in cases of delayed submission by claimants.

(c) Disposal on merits of through (inward) cases of smaller value under Conference Rules where replies from other Railways were not received within a reasonable time.

(d) Deputing inspectors in a number of cases for making independent enquiries on other Railways.

(e) Intensification of claims prevention measures.

3. Attention is also being paid to the quality of disposal—quick in time and correct and proper in procedure.

The average time taken to settle claims, which was 116 days in 1961-62, 90 days in 1962-63, 58 days in 1963-64, and 52 days in 1964-65 registered a slight rise during 1965-66 (upto February, 1966) and was 55 days. This set-back is attributed to a large number of old cases settled in the current year. With reduction in the number of old cases, the average time is expected to improve.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)*—EC/91, *dated the 26th October*, 1966].

Recommendation (Serial No. 60) Para No. 91

The Committee would suggest that the representatives of the Tata Iron and Steel Plant and the South Eastern Railway should discuss the question of settlement of claims cases stated to be pending with the Railway for periods varying from one to five years, at one of their co-ordination meetings so that the correct position is ascertained and suitable remedial measures are taken.

REPLY OF GOVERNMENT

As suggested by the Estimates Committee, the South Eastern Railway had a meeting with representatives of the Tata Iron and Steel Co. The meeting was held on 4th and 5th April, 1966. Representatives of Tata & Iron Steel Co. brought up 50 old cases which they said were still pending. These cases were discussed in detail. In respect of some of them, repudiation decision already communicated was accepted by the firm. In respect of some others, they were requested to prove preferment of claims within the statutory period. The rest called for a further probe. The matter is being further pursued.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)*—EC/91, *dated the 26th October*, 1966].

Recommendation (Serial No. 61) Para No. 92

The Committee feel that the position regarding submission of missing goods slips at Howrah is still far from satisfactory and would urge that effective measures should be taken by the Railways to ensure that the missing goods slips are expeditiously passed on to the South Eastern Railway by the station authorities at Howrah.

REPLY OF GOVERNMENT

The position in respect of Missing Goods Reports on the account of South Eastern Railway has considerably improved, in that the closing balance of the outstanding Missing Goods Reports by the end of April, 1966 came down to 102 from 205 at the end of the previous month. 15 more cases were disposed of by 2nd May, 1965, leaving an outstanding of only 87 which are mostly current cases.

As regards the time lag in the submission of Missing Goods Reports it is stated that the average time taken in the preparation and submission of the Missing Goods Reports during the month of March, 1966 was 18 days and it was brought down to 15 days in the Month of April, 1966.

Steps have been taken to prepare the Missing Goods Report immediately after a consignment is delivered under qualified remarks. Difficulty is, however, being experienced in the preparation of Missing Goods Reports in respect of perishable consignments received in part and not accompanied with the relevant way bills. The Eastern Railway has been asked to report all such cases to the Forwarding Railways to ensure that the way-bills do accompany such consignments in future and it is hoped that with the implementation of these instructions the position will further improve.

The Eastern Railway has been directed to post additional staff immediately to liquidate the arrears in the preparation of Missing Goods Reports within 15 days and communicate the progress made.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 62) Para No. 95

Conceding the fact that the increase in traffic does have its effect on the number of claims arising in respect of particular commodities, the Committee feel that the increase in claims should not be dispro-

portionately high as compared to the increase in traffic. In this context; they find that the number of tonnes carried and the earnings derived from "Fruits and Vegetables, fresh" by the South Eastern Railway have actually been going down during the last three years, inasmuch as the tonnes carried fell down from 1.5 *lakhs in* 1962-63 *to* 0·7 *lakh in* 1963-64 *and* 0·7 *lakhs in* 1964-65, *and the system earnings dropped from Rs.* 38·8 *lakhs in* 1962-63 *to Rs.* 17·1 *lakhs in* 1963-64 *and Rs.* 15·1 *lakhs in* 1964-65.

Since the perishable traffic booked from other Railways for stations on the South Eastern Railway may also affect the quantum of compensation claims arising on the South Eastern Railway, the Committee feel that there is need for a further probe by the Railways into this increase in compensation claims for perishables.

If, in the light of such a study, the increase in claims found to be disproportionately high as compared to the increase in traffic, special measures should be taken by the South Eastern Railway to arrest the increase in compensation claims for perishable.

REPLY OF GOVERNMENT

The figures of traffic carried and revenue earnings for the three years 1962-63 to 1964-65, as referred to by the Committee, relate to goods traffic in fresh fruits and vegetables. The claims satistics in question cover, however, both goods and parcels and the centre perishable traffic, including not only fresh fruits and vegetables but also fish, eggs, betel leaves etc. Figures of claims in respect of fruits and vegetables booked by goods train are not maintained, but to obtain an idea of the trend, figures for nine months from April to December, 1965, and corresponding period of 1964 were extracted from available records.

2. While the decline in goods traffic in perishable is due partly to traffic gradually coming over to parcels for quicker movement, it was noticed that the fall in the earnings in perishable (fruits and vegetables fresh) traffic was to be traced to a marked decline in some bulk goods traffic, like potatoes, which yielded considerable earnings and the incidence of claims in respect of which was marginal. As for increase in the number of claims, this registered a rise from 772 in 1964 to 824 in 1965 according to the compiled figures for the period April to December and the amount of compensation paid rose from Rs. 50,452 in 1964 to Rs. 87,529 in 1965. An analysis of these statistics has revealed that compensation paid on traffic received from other Railways was much heavier than that paid on local traffic and that

it was showing a rising trend. In many cases the packing adopted by the trade was found to be below the standard prescribed under Railway Regulations and the deficient packing was presumably responsible for damage, deterioration and partial loss. Action has, therefore, been taken in conjunction with the forwarding Railways to persuade the trading public to effect an improvement in the methods of packing and of marking and ensure proper labelling of the packages containing perishables.

3. In the case of local traffic also, constant efforts are being made to improve working and compensation claims in respect of local traffic have shown a downward trend.

4. It may be mentioned that perishable traffic on this Railway is moving to diverse new centres of industrial, constructional or business importance involving additional handling of traffic at various junctions and repacking points enroute. The additional handling enroute entails additional risk of delay and damage. Efforts are made to eliminate detention at junction/repacking stations and marshalling yards.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)*—EC/91, *dated the 26th October,* 1966].

Recommendation (Serial No. 63) Para No. 98

The Committee note that as a result of various preventive measures, the South Eastern Railway have been able to effect a reduction in the amount of claims compensation paid from year to year. They would suggest that since the Railways responsibility has greatly increased from January 1962 *on the assumption of common carrier liability, the working of the claims prevention organisation on the South Eastern Railway should be further streamlined and the railway staff properly educated through posters, pamphlets and circulars on the various implications of the assumption of this liability by the Indian Railways.*

REPLY OF GOVERNMENT

The action taken by the Railway is briefly described below:—

(i) *Educative*:—

(a) Claims Inspectors have been directed to visit important stations regularly and explain to the staff the implications of the common carriers' liability and how to put a stop to the irregularities that give rise to compensation claims;

(b) The periodical claims Bulletin has been reoriented and made more educative;

(c) Periodical Claims Prevention meetings and seminars are arranged to educate staff on commercial matters and these are attended by the Dy. Chief Commercial Supdt.;

(d) On the fly-leaf of the Railways' Gazette, important features of the enhanced liability of Railways, changes in packing conditions, precautions to be taken to prevent theft, pilferage, damage by wet, etc., are explained for the guidance of the staff.

(ii) *Curative*:—

(a) Instructions have been issued to Security Officers and staff to take effective measures to combat pilferage through panel cuts, etc.;

(b) Staff responsibility is fixed for damage or deterioration due to delay in transit and in other suspicious cases, and action is taken against those found responsible;

(c) Staff have been instructed to be more careful in making remarks on the Railway Receipts relating to non-compliance with the packing condition prescribed.

(iii) *Preventive*:—

(a) Claims statistics are analysed clause-wise and commodity-wise and any station found responsible for generating a large number of claims in respect of any commodity is tackled, when necessary, with the help of the R.P.F. and Vigilance Organisations;

(b) A special team has been formed of the staff of the Claims Department and they keep under surveillance stations that are particularly bad in the matter of shed thefts. Where necessary, they secure the assistance of the R.P.F. and the Vigilance Organisation too;

(c) Irregular delivery on qualified remarks and violation of the instructions are suitably taken up with the staff.

2. With the action taken, as indicated above, it is hoped that things will improve.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 64) Para No. 100

The Committee are not happy over the South Eastern Railway losing a high percentage of claims cases in the Courts.

It has been stated by the Ministry that in a good number of cases decided against the Railway, claims were decreed for reduced amounts. Thus, during 1963-64 *and* 1964-65, 1248 *and* 1117 *suits respectively were decreed for reduced amounts, yielding a net saving of Rs.* 2,39,278 *and Rs.* 3,44,739, *respectively.*

Since there could have been an element of inflation in the amount of compensation claimed by the parties, the Committee are doubtful whether the above figures of savings could be construed as real savings to the Railway and whether in the circumstances more serious attempts should not have been made to explore the possibility of settlement through negotiation which would also have obviated the botheration and consequent expenses of litigation.

REPLY OF GOVERNMENT

The observations of the Committee have been brought to the notice of the Railway specially and every effort will be made to arrive at settlements through negotiation, before a suit is filed.

[*Ministry of Railways (Railway Board) O.M. No.* 66-*B*(*C*)—*EC*/91, *dated the* 26*th October*, 1966].

Recommendation (Serial No. 65) Para No. 101

The Committee are surprised that the South Eastern Railway do not maintain statistics of the cases in which the decisions already given by the Railway are reserved by the courts. They would suggest that a specific record be kept of the cases in which the parties go to the courts against the decisions already given by the Railways, the number of such cases disposed of by the courts and the number decided against, the Railways, so that the judiciousness of the decisions of the Railways and the effectiveness and seriousness of the measures to defend those cases could be adjudged readily and remidial measures taken where necessary.

REPLY OF GOVERNMENT

Instructions have been issued to the South Eastern Railway, as also to other Railways, that records should be kept of the cases in which courts reverse the decision of the railway administration, and such cases be carefully reviewed to see whether the court's judg-

ment went against the Railway because its decision was not judicious or because the conduct of the case in the court was not well informed and effective, and, in either case, to take suitable remedial action.

A copy of the letter addressed to Railways in enclosed. (Appendix II).

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 67) Para No. 103

The Committee would suggest that immediate steps should be taken in consultation with the Eastern Railway for getting adequate floor space earmarked in the new building that is being constructed at Calcutta, to locate the Public Relations Organisation and other offices of the South Eastern Railway. Should that not be possible, necessary action should be taken to have a separate building for the South Eastern Railway in any other suitable locality wihtin the city. Pending availability of suitable accommodation in the commercial area for the whole Public Relations Organisation of the South Eastern Railway, arrangements may be made to locate at least one officer of this organisation in the existing Public Relations Office of the Eastern Railway in the Esplanade Mansion or in any other rented accommodation in central Calcutta.

REPLY OF GOVERNMENT

Arrangements are being made to get adequate floor space earmarked for the South Eastern Railway's Public Relations Organisation's office in the new 14 storeyed building under construction by Eastern Railway.

Efforts continue to be made to find suitable office accommodation for the Public Relations Office of the South Eastern Railway in the commercial area, but, due to the shortage of office accommodation there, it has not yet been possible to find any suitable accommodation at a reasonable rent. There is not enough space available in the office of the P.R.O. of the Eastern Railway to accommodate the P.R.O. of the South Eastern Railway even with the minimum staff necessary.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 69) Para No. 105

The Committee understand that representations have been made to the South Eastern Railway that there should be no abrupt chang-

es in the historic past practices regarding calculation of demurrage charges and that in the meantime payment of the demurrage charges at revised rates has been withheld by one of the Steel plants and some other steel plants have been paying at the increased rate under protest and have raised objections to the abrupt changes. The matter is awaiting discussion between the Railways and the steel plants.

Considering the fact that steel plants constitute one of the principal users of the Railway and that steel as a basic material for many end products should not be burdened with any undue charges leading to higher cost of production, the Committee would appreciate if the Railway Administration convene a conference of the representatives of the steel plants with a view to settle the outstanding points of difference.

REPLY OF GOVERNMENT

Railways fully appreciate the need for not burdening the Steel Plants with any undue charges as pointed out by the Committee. Railways' representatives have on several occasions in the past held discussions with the representatives of the Steel Plants to settle points of difference. The South Eastern Railway is being advised to arrange for further discussions with the Steel Plants concerned to settle any points of dispute that may still be outstanding.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 70) Para No. 108

The Committee feel that notwithstanding the initial cost involved in the pilot scheme of posting one TTE for each bogie it may be worthwhile to extend the scheme to those sections which may be notorious for ticketless travel as such a system may have an over-all deterrent effect on ticketless travelling which has, apart from financial implication, a social and moral significance.

REPLY OF GOVERNMENT

The pilot scheme referred to was introduced as an experimental measure for one year to start with to intensify ticket checking on a few 'bad' sections on each Railway where Ticketless Travel is rampant. S.E. Railway have tried this scheme on Kharagpur-Tatanagar and Kharagpur-Howrah Sections. This scheme is being ex-

tended further and will be tried on 'bad' sections one after another so that it will have a deterrent effect on Ticketless Travel.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 71) Para No. 108

The Committee would stress the need for organising special checks at least once in every five years to gauge the extent of ticketless travelling on Indian Railways.

REPLY OF GOVERNMENT

The recommendation has been accepted and action is being taken for the revival of the Central Ticket Checking Organisation for six months for organising special checks to gauge the extent of ticketless travelling on the Railways.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 72) Para No. 111

While the Committee do realise that the aim of departmental catering is not to earn profit or revenue, they nevertheless feel that the Railways should not incur heavy losses on catering. The Committee would emphasise that the South Eastern Railway should not every time resort to the easy way of making up the losses by increasing the rates but should make concerted efforts, such as purchase of foodstuffs in bulk, tightening up of schedules of ingredients and economy in fuel, staff etc. to bring down the losses and so manage things that the service is not run at a loss. The Committee also feel that the South Eastern Railway should endeavour to provide not only an economical but also a quick and courteous service to the travelling public.

REPLY OF GOVERNMENT

Increase in cost of ingredients and of staff mainly accounts for the losses in departmental catering. South Eastern Railway have taken steps, with salutary effect, not only to minimise but also to eliminate losses on departmental catering and at the same time to improve the quality of service, including prompt and courteous attention.

Some of the measures taken to effect economy and to improve the sales are mentioned below:—

(i) Revision of recipes and tightening up of the schedules of ingredients to make them more economic.

(ii) Review of working of unprofitable units and reduction in establishment expenses by economy in staff.

(iii) Constant check on the process of procurment and use of stores.

(iv) Intensification of sales drives.

(v) Introduction of popular items.

Simultaneously with the steps taken to effect savings and to improve sales, measures have also been taken to improve the quality of service, including prompt and courteous attention.

The measures taken by the Railway have already proved successful and in the quarter January-March, 1966 and onwards, there has been a distinct improvement in the trend of figures of profit and loss. The Railway expects to appreciably reduce the quantum of losses.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 73) Para No. 112

The Committee would suggest that the South Eastern Railway adminstration should ensure that the instructions regarding use of badges by the catering bearers are strictly enforced.

REPLY OF GOVERNMENT

The suggestion has been accepted and necessary instructions have been issued to the South Eastern Railway Administration—copy enclosed (Appendix III).

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 75) Para No. 114

The Committee note that while the capacity for periodical overhaul of steam locomotives on the South Eastern Railway will be sufficient to meet the requirements at the end of the Third and

Fourth Plans, the capacity has fallen short of requirements in 1965-66, i.e. at the end of the Third Plan, in respect of diesel locomotives at Kharagpur, coaches at Nagpur and in respect of wagons in both the Workshops. The Committee hope the Ministry is seized of the problem and will take adequate steps in the matter.

REPLY OF GOVERNMENT

The observations/recommendations of the Estimates Committee have been noted. The problem is already receiving the attention of this Ministry and adequate steps have been taken in the matter as detailed below:—

Diesel Locos (B.G.):—As many as 46 of these locos were put into service together in 1958-59. As they went into service simultaneously they are falling due POH together but it is neither feasible nor economical to plan to undertake POH of so many locos at the same time. Workshop capacity can only be set up for what constitutes a steady load. It is, therefore, necessary that the POH of some locos be taken in hand in advance of the due dates and in the case of some locos it will have to be somewhat after the due date. In this way the 2nd & subsequent POHs will not bunch together as has been the case in the 1st POH.

Workshop capacity for POH of diesel locos is in the process of being developed and is gradually being increased to 5 locos per month. It has reached the stage of 3 locos per month already. It is hoped to wipe out the arrears of POH by April, 1967.

Wagon (B.G.):—The percentage of wogons overdue POH at present is 5.2 per cent. To overcome the shortage of capacity for POH of B.G. wagons a new workshop sanctioned about two years ago is now under construction at Raipur. As an interim relief assistance from other Railway workshops has also been arranged.

Coaches & Wagons (N.G.):—The capacity in Nagpur workshop is expected to increase substantially under incentive conditions. Already the percentage of stock overdue POH has dropped from 8.29 (on 31.3.65) to 3.34 (on 31.3.66) in the case of coaches and from 8.17 (on 31.3.65) to 5.98 (in 31.3.66) in the case of wagons. The extension of the incentive scheme in this workshop is being pursued.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 76) Para No. 116

The Committee would suggest that the Railways may consider the possibility of greater assistance from workshops of other Zonal Railways, being made available to the South Eastern Railway for periodical overhaul of their wagons so that the number of wagons overdue for POH repairs is considerably brought down, if not totally wiped off, and the available spare capacity in the Railway Workshops in different Zones is also utilised to the fullest extent possible.

REPLY OF GOVERNMENT

The recommendation of the Estimates Committee is noted. It may be mentioned that necessary steps have already been taken to develop additional POH capacity for wagons of South Eastern Railway by setting up a new wagon repair workshop which is under construction at present at Raipur. Till such time as this new workshop is completed and put into commission, arrangements have been made to afford necessary POH assistance for the wagons of South Eastern Railway by Central, Northern, Southern and Western Railways as a result of which overdue POH position of wagons of the South Eastern Railway has come down considerably. It has dropped from 7·88 per cent on 30-9-65 to 5.2 per cent on 31-3-66.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 77) Para No. 116

In regard to the South Eastern Railway's plans for increasing the capacity of the workshops during the Fourth Plan period, the Committee suggest that a careful outline of the works required to be provided may be drawn up and advance action initiated thereon so that the new schemes included in the Fourth Plan can be taken up for implementation without avoidable delay.

Considering the volume of traffic likely to be generated with the expansion of the existing, and opening of new, steel plants, development of new mines and progressive industrialisation of rural and urban areas, the Committee have no doubt that the Railway would assess their requirements covering the Fifth and Sixth Plan periods also.

REPLY OF GOVERNMENT

1. With regard to workshop facilities required by the South Eastern Railway during the Fourth Plan, necessary action has already

been initiated by expansion of the Kharagpur Workshops and setting up a new wagon repair workshop which is under construction at Raipur.

2. The recommendation that the South-Eastern Railway should expand its workshop capacity in keeping with the anticipated developments of new mines, new steel plants and progressive industrialisation of rural and urban aras etc., in the 5th & 6th plan periods is noted and action will be taken accordingly.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 78) Para No. 118

The Committee appreciate that the South Eastern Railway Administration is seized with the general problem of high average cost of POH repairs of locomotives at Kharagpur vis-a-vis *workshops in other Zonal Railways, and are conducting a detailed study relating thereto. Since this detailed study is likely to take considerable time to be completed, the Committee suggest that pending availability of the results of this study, the South Eastern Railway may take all possible measures to keep down the average cost of periodical overhaul of steam locomotives (B.G.) at Kharagpur which has been increasing from year to year since* 1960-61.

REPLY OF GOVERNMENT

1. The detailed study into the problem of high average cost of POH repairs of steam locomotives at Kharagpur *vis-a-vis* workshops in other Zonal Railways indicated that the principal factors responsible were, in brief, as follows:—

1.1. The existing procedure of converting the number of locomotives repaired into standard first class (or unit) repairs on the basis of tractive effort and repair points does not adequately reflect the variations in the actual work content involved in the repair of steam locomotives of different types, which may arise, *inter alia,* due to:—

1.1.1. Variation in the types and capacities of the locomotives.

1.1.2. Significant differences in the average age of the steam locomotives repaired due to variations in the number of overaged and low tractive effort locomotives based on different Workshop.

1.1.3. Some Workshops undertake only POH while others undertake IOH also.

1.1.4. Variations in operating conditions, *viz.* incidence of grades and curves, bad water areas etc. which have a direct bearing on renewal of tyres, boiler tubes, repairs to boilers etc.

1.2. There are variations in average wage rates not only from year to year but also from Workshop to Workshop (due to city and compensatory allowances, night allowances etc.)

1.3. Systems for compiling the unit cost of repairs are not similar, the major differences arising from:—

1.3.1. Distribution of the cost of manufacture of spare components for steam locomotives between Workshop and line requirements.

1.3.2. Credit afforded for released materials.

2. The detailed study indicated that the renewal of boiler tubes at Kharagpur was high. The reasons for this are being investigated and the repair practices for boiler tubes adopted are being specially compared with the practice on the other Zonal Railways.

3. As the points brought out in the detailed study affect all the Zonal Railways, the issues are being considered in a study which is being conducted by the Efficiency Bureau. This study concerns, *inter alia,* the procedure to be adopted to counteract the effect on costs of factors enumerated below, are beyond the control of Workshop Management and do not, therefore, really reflect their efficiency:—

3.1. Fixing a suitable primary unit of out-turn to allow for the variation in costs of repairs between locomotives of different types and capacities—by evolving suitable units based on the actual man-hour content of the work involved.

3.2. Variation in the maintenance and periodical over-haul policies and in actual service conditions.

3.3. Difference in the actual costing practices and interpretation of costing procedure by making due allowance for 'over-charges and under-charges on-cost' and 'manufacture'.

3.4. Credits for released materials.

3.5. Implications of 'special adjustments' on POH costs—by segregating 'special adjustments'.

3.6. Variations in layout, equipment, repair methods and practices in the workshops—by incorporating elements of 'proforma on-cost' charges.

4. Meanwhile, the South Eastern Railway Administration have already been advised to take all possible measures to keep down the average cost of periodical overhaul of BG steam locomotives at Kharagpur.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 79) Para No. 119

The Committee feel deeply concerned over the continuous drop in the compliance performance in respect of materials, both purchase items and workshop manufacturing items, supplied to workshops of the South Eastern Railway during the last three years.

The Committee would stress that every effort should be made to feed the workshops in time with essential stores so that production is not hampered. In view of the present difficulties in obtaining imported items on account of foreign exchange shortage, the Committee would suggest that the Ministry of Railways should have a close liaison with the Directorate General Technical Development and Ministry of Industry as also with private industries so as to locate indigenous sources of supply of substitutes therefor to the extent possible. The Committee hope that the Railway Board will formulate a list of such materials in advance and try, in collaboration with the authorities mentioned above, to foster local production.

REPLY OF GOVERNMENT

The compliance performance is constantly watched by the Railway Administrations and is also reviewed in the periodical meetings of the Controllers of Stores of the Railways with the Board, and remedial measures wherever necessary are taken to improve compliance performance.

A development Cell has been functioning for some time in the Railway Board under the charge of a Joint Director for the purpose of promoting the indigenous development of Railway equipment and for giving technical and other advice to manufactures, especially for items being manufactured for the first time. This Cell works in close liaison with the Directorate General of Technical Development and in fact, the Joint Director incharge of the Cell acts ex

officio as Industrial Adviser Railway Equipment in the Directorate General of Technical Development.

The Indian Railway Equipment Advisory Committee (with Regional Committees at Delhi, Bombay, Calcutta and Madras) has been functioning since 1957. Representatives of engineering and manufacturers' associations including small-scale interests, State Governments and other Government Departments concerned are represented on these Committees. Two Members of Parliament are also members of the Central Committee. The main function of these Committees is to advise on the steps to be taken for developing indigenous capacity for Railway equipment which is imported or in short supply. The Committee have provided a useful forum for liaison with the industry and with other Government Departments concerned. The Committees meet periodically and their proceedings have been valuable in the drive for indigenous development.

For facility of potential enterpreneurs, particularly small-scale units, mobile show-rooms containing selected items of imported and short supply stores, have toured both the BG and the MG sections of the country during the last few years.

A list of items of Railway equipment, imported or in short supply, giving information about requirements, value etc., has been published in pamphlet form from time to time. The last edition of this publication was issued in 1963 and this is now being revised and brought uptodate so as to indicate the Fourth Plan requirements. The new edition is expected to be published shortly.

From the foregoing, it will be observed that the Ministry of Railways have been making special efforts, for some time, to promote the indigenous development of Railway equipment and have been maintaining close liaison with the Directorate General of Technical Development, other Government Departments concerned and with the Industry. These concerted efforts have been effective, and of a total of Rs. 320.23 crores worth of Railway stores purchased in 1964-65, Rs. 285.05 crores or over 89 per cent were from indigenous sources. The drive for self-sufficiency is being vigorously pursued and it is expected that by the end of the Fourth Plan, imports will be confined to only a few items of a specialised or proprietary nature.

[*Ministry of Railways (Railway Board) O.M. No.* 66-B(C)—EC/91, *dated the 26th October,* 1966]

Recommendation (Serial No. 80) Para No. 120

The Committee would suggest that the Railways may maintain close liaison with the Hindustan Steel Plants so as to ensure that capacity for production of railway equipment in these steel plants is fully utilised.

REPLY OF GOVERNMENT

The anticipated production of wheelsets from the Durgapur Wheel and Axle Plant, during a year, is ascertained from them well in advance and orders are placed so as to book their entire anticipated capacity. The Durgapur Plant send a monthly statement to the Railway Board indicating the details of the production against individual orders during the month and the balance outstanding against each order. From these statements it is possible to know the actual level of production at Durgapur. In addition, the Durgapur Plant have also, from time to time, been intimating their revised production schedules for wheelsets. These are also taken into account in determining the extent to which orders are placed on Durgapur. Close Liaison has thus been maintained with the Durgapur Steel Plant and it has been ensured that the entire out-put of wheelsets, as anticipated by them, from time to time, is booked so that no production capacity is lost. It may be mentioned that Durgapur had about 12 months' load of wheelsets on 1.2.66, taking the average rate of production during 1965 which comes to about 2,000 wheelsets per month. This included an order for 1476 Metre Gauge wheelsets, which was placed in 1963, and against which 1251 sets had still to be supplied.

2. Regarding fishplates the manufacture of this item was started by M/s. Hindustan Steel Ltd. at Durgapur, early in 1965. In October 1964 Hindustan Steel had advised that the newly erected fish plate plant would start production shortly and as this new plant was likely to have teething troubles, it would take some time for the production to stabilise. They, therefore, requested the Railway Board to place orders for about 2,000/3,000 tonnes of fishplates of 60 and 90 lb. types. An order for 2,000 tonnes was placed on Durgapur, in April 1965, and it was indicated that a further order of 2,000 tonnes would follow after satisfactory completion of the supply of the initial 2,000 tonnes. This supply has not, however, been completed so far, even though in January 1965 Hindustan Steel had furnished to the Railway Board an annual production forecast of 5,500 tonnes of fishplates on single shift basis or 11,000 tonnes on double shift basis.

3. As would be seen from the above, close liaison is maintained by Railways with Hindustan Steel Plants. The observations of the Committee are, however, noted for guidance.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966]

Recommendation (Serial No. 81) Para No. 121

The Committee are glad to note that within a short period of four years the incentive scheme in the Kharagpur Workshops of South Eastern Railway has resulted in savings of average man-hours taken for periodical overhaul per standard unit to the extent of 16·45 per cent in the case of steam locomotives, 44:6 per cent in case of carriages and 38·3 per cent in the case of wagons. After allowing for the bonus payments to the men and the extra expenditure incurred to deal with the incentive scheme, the savings in man-hours would represent a saving of about Rs. 3 to 3½ lakhs per month. The Committee, however, hope that savings in man-hours per steam locomotive repairs will gradually be raised to the standard in the case of carriages and wagons.

REPLY OF GOVERNMENT

The recommendation of the Committee is noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966]

Recommendation (Serial No. 82) Para No. 121

The Committee have no doubt that the South Eastern Railway would take necessary measures to ensure that the programme of extending the incentive scheme to workshops other than Kharagpur will be carried out according to schedule.

REPLY OF GOVERNMENT

The recommendation of the Committee is noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966]

COMMENTS OF THE COMMITTEE

The Committee would like to be apprised by the end of the current financial year of the latest position regarding extension of the

incentive schemes to the workshops of the South Eastern Railway other than Kharagpur.

Recommendation (Serial No. 83) Para No. 122

An apprehension was expressed to the study Group of the Estimates Committee which visited Kharagpur in June 1965 that the amount of stipend paid to the non Act trade apprentices in the Kharagpur Workshops might be brought down to the level of the trade apprentices under the Apprentices Act, 1961. While the Committee are happy to note that the apprentice system in the South Eastern as in other Railway Workshops has so long been working quite satisfactorily and the training given to the apprentices is also of a high order, they feel that for efficient working of the Railway engineering service, the quality of training in the workshops should be maintained and the amount of stipend should be such as would attract better types of young men and not discourage them to come as apprentice trainees to Railway Workshops. The Committee hope that the Railway Board will reconsider the question of reducing the stipend to the new entrants after 29th August, 1963, and will see if, within the provisions of the Apprentices Act, 1961, any higher rate of stipend—if not the old rate—can be given to the trade apprentices.

REPLY OF GOVERNMENT

The question whether a rate of stipend higher than that allowed to trade apprentices on Railways on the basis of the minimum laid down in the Apprenticeship Rules, 1962 can be granted to them is under consideration of the Ministry of Railways.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966]

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please state whether the question of granting higher rate of stipend to trade apprentices on Railways has been considered by the Government. If so, the action taken thereon may be indicated.

[*Lok Sabha Secretariat O.M. No. 4/19(6)—ECII/dated the 5th April,* 1967]

REPLY OF GOVERNMENT

While the Ministry of Railways were examining the question of increase in the rate of stipend laid down in Apprenticeship Rules,

1962 a notification (Apprenticeship Rules, 1966) revising the rates of stipend was received. The whole matter has been examined *de novo* and it is expected that a decision in the matter will be taken very shortly.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 25th April, 1967*].

Recommendation (Serial No. 84) Para No. 123

The Committee learn that the South Eastern and other Zonal Railways have got U.S.A. disposal machines and several such machines are lying unutilised and even unpacked in some cases. They would suggest that a comprehensive survey and inventory of all these machines lying in various Zonal Railways should be made at an early date. The Committee hope that after the compilation of the inventory, it would be circulated to all concerned departments and units so that these machines may be put to us, if necessary by cannibalisation and the remaining may then be disposed of as scrap. The Committee have noticed that in some places, such machines, some of them unpacked, have been occupying godown space which is already very limited. The Committee feel that steps should have been taken some years ago to have the godown space released.

REPLY OF GOVERNMENT

The process of putting the U.S. surplus machines into commission has been a gradual one. Some of these machines were more or less complete and there was no delay in commissioning them. Others were deficient in vital components or required heavy repairs or reconditioning, and have had to be dealt with, turn by turn, according to the capacity for repairing and reconditioning such machines and also according to how urgently they were required for use.

2. Out of a total of 1530 machines, 820 had been put into commission by the end of 1962, and 305 more have been put into commission since, making a total of 1125 machines. Efforts to reclaim more machines out of the 405 now left over are continuing, but as the work progresses the machines left over are more and more difficult to commission because of larger deficinecy of parts etc.

3. A comprehensive survey of the machines left over has been made and a list has been prepared, indicating briefly the defects and deficiencies etc. which are required to be attended to. Further concerted efforts are being made to repair and reclaim as many of

the remainder as possible by all means including cannibalisation. The balance may have to be scrapped after recovering usable parts.

4. As regards occupation of storage space, this has been unavoidable, as unless a machine is declared scrapped, it has to be protected against the effects of sun and rain. Care is, however, taken to see that these machines are stored in places where their storage causes the least inconvenience.

5. After the initial rapid progress, the pace of commissioning these machines has been progressively slower. This is due not only to the very limited capacity of the Railway Workshops for reconditioning of machines but also due to the remaining machines being more deficient of parts and in worse condition. It may at the same time be mentioned that the process has not yet come to an end and efforts are continuing to commission as many of the balance of machines as possible.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 85) Para No. 126

The Committee note that in the first year of the Third Plan, the utilisation of funds for construction of staff quarters on the South Eastern Railway was far below the allotment, i.e. *Rs.* 43 *lakhs out of Rs.* 158 *lakhs and that in the second year also the utilisation was somewhat lower than the allotment. The Committee, however, find that this shortfall has been, to a great extent, made up in the last three years of the Third Plan period, but still leaving an unspent amount of Rs.* 125 *lakhs for the Plan period as a whole. The Committee feel that in the matter of provision of residential quarters to their staff, there is need for better planning and more energetic efforts on the part of the South Eastern Railway as this, part from providing an amenity to the staff, has almost a direct bearing on their efficiency. The Committee hope that the tempo of construction of quarters will be stepped up during the Fourth Plan period and the funds allotted for the purpose will not remain unutilised.*

REPLY OF GOVERNMENT

The Railway Administrations have been advised to make every effort to see that the funds allotted every year for the purpose of construction of quarters are not left unspent as the provision of accommodation is an amenity which has a direct bearing on staff efficiency.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 86) Para No. 128

While appreciating the special efforts made by the South Eastern Railway to step up the recruitment of Scheduled Tribes Candidates, the Committee note that there are still a number of vacancies in the posts reserved for such candidates. They would suggest that the selection of candidates from the panels furnished by the Railway Service Commission may be expeditiously finalised by the Railway so that the heavy shortfalls in the recruitment of Scheduled Tribes candidates are considerably reduced at an early date.

REPLY OF GOVERNMENT

The recommendation of the Estimates Committee has been brought to the notice of the South Eastern Railway with instructions to expedite action thereon. The Railway Administration has taken expeditious action and offered appointments to most of the Scheduled Tribes candidates on the panels furnished by the Railway Service Commission. But only 70 per cent of the candidates who were offered appointment have joined the posts. This has, however, brought down the shortfall in the recruitment of Scheduled Tribes candidates.

Difficulty is being experienced in the case of recruitment to technical categories on account of the dearth of qualified candidates belonging to Scheduled Tribes. Nevertheless, efforts are being made to recruit as many Scheduled Tribes candidates as possible, especially by exercising special powers vested in the General Managers.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 87) Para Nos. 129 and 130

The Committee are constrained to note that the shortfalls in refresher training to the staff of the South Eastern Railway were as high as 77% in the case of Deputy Chief Controllers/Controllers, 40% in the case of drivers and 38% in the case of firemen. The Committee in this connection, would like to invite the attention of Government to the finding of the Railway Accidents Committee (1962) that out of the drivers held responsible for causing accidents during the last five years, 55 per cent were such as had not attended any refresher course within five years prior to the date of accident.

The Committee attach great importance to refresher training being imparted to drivers and technical traffic staff on the grounds

of efficiency and safety, and they would urge that energetic steps should be taken by the South Eastern Railway to clear the backlog as quickly as possible and eliminate all such factors as come in the way of the operating staff availing themselves of the refresher training on the due dates. The Committee hope that the South Eastern Railway realise the importance of the refresher course which they have initiated some cost and will take proper steps to see that the course is being properly utilised.

REPLY OF GOVERNMENT

On the S. E. Railway, the position in respect of drivers has improved considerably. The position regarding firemen and guards has also improved. The total number of staff still due for Refresher Courses as on 1-4-66 is as under:—

Category	No. due for Refresher Course
SMs/ASMs	178
Guards	177
Cabinmen/Levermen/Switchmen	449
Drivers	55
Firemen	507
Shunters	249

To liquidate the above shortfalls, the Railways are taking the following steps:—

(i) the vacancies arising from the enhancement in the leave reserve percentage have since been filled up and the remodelling works are expected to be completed shortly, when it will be possible to send more staff for Refresher Courses;

(ii) endeavour is being made to build up a reserve of trained men in the lower categories so as to avoid any difficulty in sparing the technical staff of promotional categories; and

(iii) the progress of Refresher Courses in all important categories is being watched by the Divisional Superin-

tendents in the Divisions and by specially nominated officers in the Headquarters.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 88) Para No. 133

The Committee are glad to note that the Railways have taken prompt action on the lines suggested by the Committee in their earlier reports for expediting disposal of cases relating to settlement of pension, provident fund and gratuity dues of their employees and that there are no cases pending for more than two years on the South Eastern Railway. The Committee hope that vigorous efforts will continue to be made by the Railway for expeditious disposal of such cases so that each retiring employee gets his dues settled within six months of retirement.

REPLY OF GOVERNMENT

The observations of the Committee are noted. All Railways have again been instructed to ensure that all cases of final settlement are expeditiously dealt with and a regular watch kept on their prompt disposal so that each case may be settled before it is six months old.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)-EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 89) Para No. 134

Although constituting only 10.5% *of the total route kilometrage of the Indian Government Railways, the South Eastern Railway accounts for about* 17.8% *of the total contribution of all the Zonal Railways towards the dividend paid by the Indian Railways to the General Revenues. This Railway has also been able to achieve the best operating ratio amongst all the Zonal Railways, the figures for the year* 1962-63 *and* 1963-64 *being* 62.74 *and* 62.65 *respectively. During the decade immediately following the reformation of this Railway as a separate zone, there has been a colossal increase in the work-load of this Railway on account of the rapid industrialisation and development of this region. The Committee are glad to note that by and large the South Eastern Railways has been able to handle the work efficiently and economically.*

REPLY OF GOVERNMENT

Noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 90) Para No. 134

The Committee note that the South Eastern Railway has embarked on a number of modernization programmes and expansion schemes with a view to meet the growing transport needs of the region it serves. The switch-over from steam to diesel and electric traction, doubling of lines, introduction of modern electronic signalling devices and remodelling of yards and stations are going apace. It is gratifying to note that all these jobs are being carried out without any dislocation of traffic and interference with normal work. The Committee hope that in the years to come the South Eastern Railway, by careful and thoughtful planning and by adoption of the latest techniques in the railway transport system, will not only maintain its present level of efficiency but also render better and speedier service to the public.

REPLY OF GOVERNMENT

Noted.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 91) Para No. 134

The Committee feel that due to historical reasons and its late acquisition by the Government, the South Eastern Railway has been handicapped in matters like its own terminal facilities, workshop facilities, city-booking facilities, printing press etc., but for which its performance would have been better still. Handicaps of this nature have their effect on the users and the staff, and should therefore be removed.

REPLY OF GOVERNMENT

Every effort is being made to remove the handicaps mentioned by the Committee and detailed position in respect of each of these is given below:—

1. *Terminal Facilities*: It has already been submitted to the Committee, as would be observed from Para 35 of their report that

construction of a separate terminal station for S. E. Railway at Calcutta within a reasonable distance of the city is almost impossible, for want of adequate space required for such facilities, and that after the completion of the remodelling of Howrah station, now in progress, terminal facilities would be adequate for both the Eastern and South Eastern Railways for the next 10 years. In accordance with the Committee's Recommendation No. 20, the Planning Commission has already been requested to ask the Study Team appointed by them to examine the question of enhancing the terminal facilities on the eastern Bank of the Hooghly in all its ramifications, and if it is found by the Committee that the location of such terminal station is feasible and necessary, it will be considered what further action would be appropriate.

2. *Printing Press*: Sanction for establishment of a printing press at Kharagpur at an approximate estimated cost of Rs. 79.39 lakhs has already been accorded and the work is being taken up by the South Eastern Railway.

3. *City Booking Offices/Agencies*: Most of the important towns and cities served by the S. E. Railway, namely, Cuttack, Puri, Ranchi, Rourkela, Raipur, Bilaspur, etc. already have City Booking Offices/Agencies to cater to the need of the travelling public.

So far as Calcutta is concerned, the joint city booking offices of Eastern and South Eastern Railways are located in different parts of the city as also Howrah. These arrangements are considered adequate to meet the present demands.

4. *Workshop facilities*:— Apart from certain improvements in Kharagpur shops which have been sanctioned, a new wagon workshop at a cost of about Rs. 6 crores has also been sanctioned and the same is under construction at Raipur.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91 dated the 26th October,* 1966].

CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NO DESIRE TO PURSUE IN VIEW OF THE GOVERNMENT'S REPLY.

Recommendation (Serial No. 4) Para No. 10

The Committee are unhappy that the narrow gauge sections of the South Eastern Railway as also of other Zonal Railways are incurring heavy losses from year to year. The Committee also note the difficulties of the Railways to convert the narrow gauge lines into broad gauge or to close them down on account of the inconvenience likely to be caused to, and the opposition from the travelling public. While the Committee appreciate the steps so far taken by the South Eastern Railway to improve the efficiency of the working of its narrow gauge sections to bring down the losses, they suggest that the question of their continuance or closure or converting them into broad gauge may be re-examined in the light of the recommendations of the Committee on Transport Policy and Coordination. As the Committee realise that narrow gauge railways are always likely to be losing concerns and also not likely to provide adequate transport facilities, the Committee feel that ultimately broad gauge lines may have to be introduced in the areas served by the narrow gauge railways. So, the Committee would urge that a phased programme should be drawn up for extension of the broad gauge lines to those areas except in such areas where for physical and geographical reasons broad-gauging may not be possible.

In this context, the Committee would like to suggest that the question of extending the Ranchi-Chandrapura section up to Purulia may be considered by the Railways so that the present narrow gauge line to Purulia may be converted into broad gauge.

REPLY OF GOVERNMENT

In considering the future of the existing narrow gauge lines it is necessary to bear in mind that most of them were constructed to meet local transport needs at a time when road transport had not developed sufficiently. These lines have played an important role in the development of a rural economy but in the wake of increased economic activity and the development of speedier road

transport the traffic on these railways has suffered some set-back, resulting in losses.

The economic liability of any narrow guage line cannot be correctly assessed by analysing its performance in isolation from connected broad gauge or metre gauge lines. In some cases the narrow guage lines themselves might be lightly used, but the traffic interchanged with the contiguous gauges may be making an important contribution to railway earnings. A good proportion of the traffic dealt with on the NG sections either originates from or terminates on the adjacent broad or metre gauge sections or, in other words, is long distance traffic and contributes more to railway earnings than the share of earnings of the NG lines themselves. Conversion of such lines to a broader gauge may not however, increase earnings; capital cost of these lines will on the other hand go up and the percentage return on it go down further.

Some of the narrow gauge lines are situated in hill areas, where due to geographical and technical reasons a wider gauge is not feasible. In some other cases, roads run almost parallel to the N.G. lines and the existing and prospective passenger, parcel and goods traffic is so small that it can easily be carried by road and the losing railway lines could be closed down.

It is not practicable for these reasons to adopt a uniform policy with regard to the continuance, closure or conversion of N.G. lines. Each line will have to be considered separately and the resultant likely implications and repercussions examined. The recommendations of the Committee on Transport Policy and Co-ordination are being examined by the Railway Ministry and appropriate action will be initiated in the light of the final decision taken on these recommendations.

With regard to the Estimates Committee's suggestion for extension of the Ranchi-Chandrapura section upto Purulia, it is stated that Engineering and Traffic Surveys for the conversion of the Purulia-Kotshila N.G. section have been carried out and the survey reports are under examination. The financial return anticipated on the investment necessary for the conversion is very discouraging on an investment of Rs. 1:28 crores the return anticipated is only 1:09 per cent in the 6th year and 1:58 per cent in the 11th year after completion of the conversion.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October*, 1966].

Recommendation (Serial No. 9) Para No. 14

The Committee understand that at a meeting held on the 9th October, 1962, at which the representatives of the Railway Board, Ministry of Transport and the Government of Orissa were present, it was agreed that the Nayagarh-Banspani area must be connected by rail with Paradeep passing through the Tomka area and that for that purpose the entire railway line from Banspani to Paradeep should be included as a priority scheme in the Fourth Plan. The Committee would like in this connection to refer to the recommendation made by them in their Seventieth Report on the Ministry of Transport—Paradeep Port (1964-65) *to the effect that for the development of a Port of the size of Paradeep, railway communication may be desirable.*

Now that the Paradeep Port has been taken over by the Central Government to be operated as a major port, the Committee hope that the scheme of providing a rail link for Paradeep will be processed on a priority basis and a definite programme drawn up for implementation so that there may be no hold up in the development of Paradeep as a major port for want of a rail link.

REPLY OF GOVERNMENT

The proposal for a rail link from Banspani/Nayagarh area to Paradeep Port is under consideration in the context of export of iron ore from Nayagarh area *via* Paradeep Port. South Eastern Railway have recently carried out Preliminary Engineering and Traffic surveys for a broad gauge new line from Banspani to Paradeep Port touching Nayagarh and Tomka/Daiteri iron ore areas. Various alternatives such as a connection from Barsua (on the recently built Rourkela-Barsua line) to Talcher and a link from Cuttack/Berang to Paradeep Port have been suggested and these are being investigated. The relative merits of the alternative links have to be examined to decide on the most suitable link to Paradeep Port which will involve the least investment and maximum gain. The mining investigations at Nayagarh end have not yet been completed and the completion of this detailed exploration is vital for decision making on the construction of a new rail connection.

The proposals for new lines to be taken up in the Fourth Plan are yet to be finalised. Inclusion of this line in the Fourth Plan is dependent on the results of the investigations that are being carried out, the availability of funds and the priority this line will merit among various proposals for new lines in the Fourth Plan.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 21) Para No. 37

The Committee feel that the formulation of development plans by the Railways on the basis of normal increase of traffic in Calcutta during the next ten years may not be adequate to meet the situation since the problem is growing into serious dimensions, and investments on a considerable scale are envisaged. The Committee would therefore urge that the Railways should make a proper assessment of their requirements of land, bridges, etc. for their expansion and remodelling schemes in the Calcutta area on a long term basis since the problem which is considered as difficult of solution today would become more complicated and formidable with the passage of time and ultimately defy all possibilities of solution.

The Committee would like, to stress that the problem of expansion of Sealdah and of diverting more long distance trains to the Sealdah side was being considered for some decades; but if the Railways had taken some positive decision some years ago, when the Bally Bridge was constructed and when the areas around Sealdah were not heavily built in, the expansion scheme of Sealdah side would have been much easier. For a fast growing city like Calcutta, the traffic problem requires a long term solution.

The Committee are not able to appreciate the contention of the Ministry that diversion of long distance trains to Sealdah would be inconvenient for passengers from South Eastern Railway who have to change to Eastern Railway trains at Howrah and vice versa. The Committee feel that with the construction of the Andul-Dankuni link, Dankuni will be in a position to provide facilities for the change over from one to the other Zonal railway through the diversion of long distance trains to the eastern side of the Hooghly, if of course Dankuni is properly developed to cope with the increasing traffic.

In that context the Committee would like to urge upon the Railways to take up the issue of finding more lands near the Sealdah Station with the State Government who, they understand might be persuaded to remove the Sealdah Court building and some other residential buildings now situated in areas adjacent to the Sealdah Station. The Committee would also like the Railways to explore the possibility of vacating the Kathgodam areas given on lease to private timber merchants. They feel that the Government should make a serious attempt to see if the areas mentioned above, can be made available for the expansion of coaching facilities on the Sealdah side.

REPLY OF GOVERNMENT

The transport problem of Calcutta is a very complex one and has to be tackled on an integrated basis. Unilateral action on the part of the Railways alone will not be of much help. The Railway Ministry believe that the recently constituted Study Team will examine the entire question in detail. A copy of this recommendation is being forwarded to the Study Team for careful consideration in the context of the whole transport problem of Calcutta area. Appropriate action will be taken on receipt of the report of the Study Team.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

FURTHER INFORMATION CALLED FOR BY THE COMMITTEE

Please state whether the question of formulation of development plans for solving the transport problem of Calcutta has been examined by the Study Team. If so, a copy of the Report of Study Team may be furnished and the action taken thereon by the Government may also be indicated.

[*Lok Sabha Secretariat O.M. No.* 4/19(6)-*ECII/66, dated the* 5*th April,* 1967]

REPLY OF GOVERNMENT

The Study Team on Metropolitan Transport, commonly known as the Metropolitan Transport Team, was set up by the Planning Commission (Committee on Plan Projects). This Committee was to give priority to the immediate transport problems of Calcutta. The Committee is now arranging for the feasibility surveys of:—

(a) a new section of the railway line from near Dum Dum to Princess Ghat;

(b) a new section of the railway line from near Dum Dum to serve the growing Salt Lake suburb under development; and

(c) a Rapid Transit System (either underground or elevated) running from North to South and from East to West.

This Committee will, in the course of time, go into the other transport problems in Calcutta. The report of the team has not yet been received. The Railways are providing assistance to the Metropolitan Transport Team by providing the necessary survey personnel, equipment and stores for the two feasibility surveys referred to in items (a) and (b) above.

These two surveys are being undertaken under the aegis of the Metropolitan Transport Team. The nature of arrangement for carrying out the feasibility survey for the Rapid Transit System is under consideration of the Metropolitan Transport Team in consultation with the various agencies concerned, such as Planning Commission, Ministry of Railways, Government of West Bengal etc.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 25th April,* 1967].

Recommendation (Serial No. 24) Para No. 37

The Committee would like to mention that a metropolitan city of the size and complexity of Calcutta should have more than one terminal station and that if in between the main city and the main terminal station there is only, one or even two bridge connections over a river, there are bound to be consequent difficulties to the passengers. The Committee hope that the Railway Board would try to tackle this problem in collaboration with the State Government.

REPLY OF GOVERNMENT

The Development schemes which are being undertaken at Howrah such as remodelling of the station, extension of platforms, installation of route relay inter-locking etc. are considered adequate for traffic to be dealt with at Howrah for about next 10 years. There is, therefore, no proposal at present to provide additional terminal yard facilities at Calcutta, but the position will be reviewed from time to time as traffic develops. In fact the solution for congestion on the Howrah Bridge is not the provision of additional terminal yard facilities. Congestion on this bridge is due to various reasons. It will be seen from the answer to Recommendation No. 19 that the matter is receiving attention at the hands of the Calcutta Metropolitan Planning Organisation.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 38) Para No. 55

In view of the fact that most of the existing trains between Howrah and Delhi are not only over-crowded but at any rate take about 30 to 35 hours to cover the distance, the Committee would suggest that the Railways may continue to gauge the traffic and consider the feasibility of introducing an additional train from Howrah to Delhi via Kharagpur, Adra and Gomah to enable the passengers coming

from Orissa side to entrain at Kharagpur instead of having to travel all the way upto Howrah.

REPLY OF GOVERNMENT

Traffic justification does not, at present, exist for running a train for passengers from stations in Orissa travelling to and from Delhi. Introduction of a direct train between Howrah and Delhi *via* Kharagpur, Adra and Gomoh is also not feasible for want of line capacity on sections enroute, such as, Howrah-Kharagpur, Ghaziabad-Delhi etc., and lack of terminal facilities at Delhi/New Delhi. Besides, introduction of such a service will not be popular for through passengers travelling between Howrah and Delhi in view of the payment of extra fare and longer journey time. The passengers from Orissa area will still have to travel by connected services upto Kharagpur from where only they will be able to avail of the suggested service.

For the convenience of through passengers between Delhi and Bhubaneswar, the Capital of Orissa, a composite first and third class through service coach has been introduced with effect from 1st April, 1966, *via* Kharagpur, Adra and Asansol. This coach is being hauled by Nos. 7/8 Puri-Howrah Expresses, 351/352 Kharagpur-Asansol Passengers, 17/18 Pathankot Expresses and 85/86 Assam Mails. Should, however, sufficient traffic develop to justify a direct train from Orissa to Delhi, introduction of such a train from Puri to Delhi *via* Kharagpur, Adra and Gomoh will be duly considered, subject to availability of resources by way of line capacity, rolling stock etc., as that would suit the needs of Orissa passengers better than a train from Howrah to Delhi *via* Kharagpur.

It is, therefore, regretted that the recommendation of the Estimates Committee for the introduction of a train from Howrah to Dehli *via* Kharagpur is not acceptable.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 40) Para No. 56

Pending the formation of a suitable machinery for rail-road co-ordination, the Committee would suggest that the South Eastern Railway may bring to the notice of the transport authorities/corporations concerned the desirability of running feeder bus services for important stations, including Andul, Santragachi, Adra, Bankura, Purulia, etc. in a planned manner.

REPLY OF GOVERNMENT

Almost all the important stations on the South Eastern Railway are already served by feeder bus services. In many cases, however, the feeder bus services do not touch the railheads directly as indicated in the enclosed statement (Appendix IV). The Regional Transport Authorities and the State Transport Undertakings concerned are, therefore, being moved by the Railway for running feeder bus services from and to the rail heads.

As regards Andul and Santragachi stations the existing approach roads to these stations being too narrow, introduction of feeder bus services at these points is not feasible at present.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 51) Para No. 82

The Committee note that the minimum standards of basic amenities to be provided at Railway stations were prescribed as long back as in 1952. In view of improvements in standards all-round, the Committee would reiterate the recommendation made in their Sixty-Fifth Report (1964-65) on North Eastern Railway that a committee may be constituted by the Railways to review the standard of minimum basic amenities to be provided at stations, particularly for third class passengers. Pending such a review, the Railways should not remain content with providing the minimum basic amenities as prescribed in 1952 which may not be considered adequate according to present standards.

REPLY OF GOVERNMENT

The Railways are taking action to provide minimum basic amenities according to the standards already laid down but there are still a large number of stations where some of these amenities have yet to be provided. It is, therefore, considered that it would be more useful to appoint a new Committee to review the standards, only when amenities to the existing standards have been fully provided at all stations.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

COMMENTS OF THE COMMITTEE

The Committee hope that the provision of all basic amenities to the existing standards at stations where some of these amenities

are yet to be provided will be expedited by the Railways. Additional funds may be provided, if necessary, to clear the backlog in providing basic amenities at such stations.

Recommendation (Serial No. 66) Para No. 102

The Committee would suggest that the South Eastern Railway may consider the feasibility of locating a branch office of the Divisional Superintendent somewhere at Calcutta or Howrah to obviate the difficulties of the users residing near Calcutta.

REPLY OF GOVERNMENT

A District Traffic Superintendent has already been posted at Shalimar as a representative of Divisional Superintendent, Kharagpur. In view of the above as well as the fact that the users residing in Calcutta area can also approach the Railway Headquarters located in Calcutta easily, it is felt that there is no need for locating a further branch office of Khargpur Division at Calcutta.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

Recommendation (Serial No. 68) Para No. 103

The Committee feel that since the Howrah Station caters to both the Eastern and South Eastern Railways it would be useful from the public relations point of view if the Divisional Railway Users' Consultative Committees of the two Railways in the area could convene at least one joint sitting in a year to discuss common problems.

REPLY OF GOVERNMENT

Though Howrah station is worked by the Eastern Railway, the Divisional Railway Users' Consultative Committees of the South Eastern Railway are free to discuss any problem concerning Howrah, so far as it relates to the South Eastern Railway. Further, close co-ordination and liaison is maintained at appropriate levels between the two Railways; and, if necessary, special meetings between the officers of both the Railways are also arranged. The existing channels of communication, co-ordination and liaison between the two Railways are, by and large, functioning satisfactorily.

In the circumstances, it is considered that not much purpose will be served by arranging joint meetings of the Divisional Com-

mittees of the two Railways as recommended by the Estimates Committee.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

Recommendation (Serial No. 74) Para No. 112

The Committee would suggest that cooks and bearers of contract caterers on the South Eastern Railway may be allowed to avail of the training facilities at Kharagpur and Santragachi, and also to participate in the courtesy weeks held for the catering staff.

REPLY OF GOVERNMENT

It is obligatory for contractors to ensure that their cooks etc. possess the requisite experience to render satisfactory service to passengers and this aspect is borne in mind initially while selecting the contractors. If during the course of working, the contractors are found to be rendering unsatisfactory service, they are taken up with and in serious cases, their contracts are terminated. The above arrangements are considered satisfactory. It will not be feasible for the Railways to take over the responsibility of giving training to catering staff of contractors working at stations.

As regards the contractors' staff participating in "Courtesy Week", necessary instructions have been issued to Railways that the contractors may be asked to observe "Courtesy Week" as is being done by the departmental catering establishments.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October, 1966*].

CHAPTER IV

RECOMMENDATION IN RESPECT OF WHICH REPLY OF GOVERNMENT HAS NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (Serial No. 18) Para No. 28

The Committee would suggest that a certain percentage of the total allocation for new lines should be set aside exclusively for the construction of rail tracks for the benefit of under-developed areas which have been clamouring for such facilities for their development.

REPLY OF GOVERNMENT

The total allocation made by the Planning Commission for new lines is so meagre that only a small kilometerage of new lines can be opened and therefore a severe selection has to be made on the basis of priorities related to defence, industrial and operational requirements from amongst a large number of new lines proposed by State Governments and other parties. It is not possible under these circumstances to set funds aside exclusively for the benefit of under-developed areas where projection of a new railway line may not be justified according to these priorities.

[*Ministry of Railways (Railway Board) O.M. No. 66-B(C)—EC/91, dated the 26th October,* 1966].

COMMENTS OF THE COMMITTEE

The Committee feel that the construction of new Railway lines in underdeveloped areas is no less important than the provision of such lines for industrial and operational requirements. Under-developed areas should not be deprived of the benefits accruing out of the extension of transport facilities. Opening of new lines is bound to give a fillip to the rapid economic development of these areas and inculcate among the inhabitants thereof a feeling that the Railways are mindful of their interests.

P. VENKATASUBBAIAH,
Chairman,
Estimates Committees.

NEW DELHI;
Dated the 23rd February, 1968.
Phalguna 4, 1889 (*Saka*).

APPENDIX I

(*Vide* reply to recommendations Serial No. 57 in Chapter II)

Statements showing distribution of III Class sleeper berths/seats to City Booking Offices in Calcutta.

Train Number	Description of sleeper coach	Accommodation available	Existing Quota		Revised Quota	
1	2	3	4		5	
Up Howrah-Bombay Mail	3-tier (HWH-BB)	75 berths	Esplanade Mansions	55	Esplanade Mansions	48
			Misc. quota (including Roadside stns)	15	Misc. quota (including Roadside stations)	15
			Kidderpore City Booking Office	5	Kidderpore City Booking Office.	5
					Cornwallis st. CBO	3
					Barrabazar CBO	4
			Berths		*Berths*	
Do.	Partial 3-tier (Howrah-Viramgam)	32 berths 40 seats	Esplanade Mansions	23	Esplanade Mansions	23
			Misc. quota (including Roadside stns)	9	Misc. quota (including Roadside stations)	9
			Seats		*Seats*	
			Howrah	31	Howrah	27
			Misc. quota (including Roadside stns)	9	Russa Road CBO	2
					Burrabazar CBO	2
					Misc. quota (including Roadside stns.)	9

1	2	3	4		5	
			Berths		*Berths*	
Up Howrah-Bombay Mail	Partial 3-tier (Howrah-Nagpur)	32 berths 40 seats	Esplanade Mansions	26	Esplanade Mansions	26
			Misc. quota (including Roadside stns).	6	Misc. quota (including Roadside stns.)	6
			Seats		*Seats*	
			Howrah	40	Russa Road CBO	2
					Kidderpore CBO	2
					Howrah	36
30 Up Howrah-Bombay Exp.	3-tier (Howrah-Bombay)	75 berths	Esplanade Mansions	43	Esplanade Mansions	37
			Misc. quota (including Roadside stns.)	32	Misc. quota (including Roadside Stns.)	32
					Kidderpore CBO	2
					Burrabazar CBO	2
					Russa Road CBO	2
			Berths		*Berths*	
Do.	2-tier (Howrah-Bombay	24 berths 56 seats	Esplanade Mansions	14	Esplanade Mansions	10
			Misc. quota (including Roadside stns.)	10	Misc. quota (including Roadside stns.)	10
					Russa Road CBO	4

			Seats		*Seats*	
			Howrah	51	Howrah	43
			Misc. quota (including Roadside stns.)	5	Misc. quota (including Roadside (stns.)	5
					Cornwallis st. CBO	3
					Russa Road CBO	3
					Kidderpore CBO	2
			Berths		*Berths*	
Do.	Partial 3-tier (Howrah-Nagpur)	32 berths 40 seats	Esplanade Mansions	26	Esplanade Mansions	22
			Misc. quota (including Roadside stns.)	6	Misc. quota (including Roadside stns,)	6
					Kidderpore CBO	2
					Russa Road CBO	2
			Seats		*Seats*	
			Howrah	40	Howrah	36
					Russa Road CBO	2
					Kidderpore CBO	2
3 Up Howrah-Madras Mail	3-tier (Howrah-Madras)	75 berths	Esplanade Mansions	30	Esplanade Mansions	30
			Misc. quota (including Roadside stns.)	20	Misc. quota (including Roadside stns.)	20
			Russa Road CBO	20	Russa Road CBO	20
			Kidderpore CBO	5	Kidderpore CBO	5

1	2	3	4		5	
			Berths		*Berths*	
3. Up Howrah-Madras Mail	2-tier (Howrah-Madras)	24 berths 56 seats	Esplanade Mansions .	18	Esplanade Mansions .	18
			Misc. quota (including Roadside stns.) .	6	Misc. quota (including Roadside stns.) .	6
			Seats		*Seats*	
			Howrah . . .	43	Howrah . . .	35
			Misc. quota (including Roadside stns.) .	13	Misc. quota (including Roadside stns.) .	13
					Cornwallis St. CBO .	4
					Burrabazar CBO .	4
37 Up Howrah-Madras Exp.	3-tier (Howrah-Madras)	54 berths	Esplanade Mansions .	22	Esplanade Mansions .	20
			Misc. quota (including Roadside stns.) .	22	Misc. quota (including Roadside stns.) . .	22
			Russa Road CBO .	10	Russa Road CBO .	10
					Kidderpore CBO .	2
			Berths		*Berths*	
Do.	2-tier (Howrah-Madras)	24 berths 56 seats	Esplanade Mansions .	18	Esplanade Mansions .	18
			Misc. quota (including Roadside stns.) .	6	Misc. quota (including Roadside stns.) .	6

			Seats		*Seats*	
			Howrah . . .	48	Howrah . . .	38
			Misc. quota (including Roadside stns.) .	8	Misc. quota (including Roadside stns.) .	8
					Burrabazar CBO .	5
					Cornwallis St. CBO .	5
			Berths		*Berths*	
37 Up Howrah-Madras Exp.	Partial 3-tier (Howrah-Vijayawada)	32 berths 40 seats	Esplanade Mansions .	26	Esplanade Mansions .	22
			Misc. quota (including Roadside stns.) .	6	Misc. quota (including Roadside stns.) .	6
					Russa Road CBO .	2
					Kidderpore CBO .	2
			Seats		*Seats*	
			Howrah . . .	40	Howrah . . .	36
					Russa Road CBO .	2
					Kidderpore CBO .	2
8 Up Howrah-Puri Exp.	3-tier (Howrah-Puri)	75 berths	Esplanade Mansions .	69	Esplanade Mansions .	57
			Misc. quota (including Roadside stns.) .	6	Burrabazar CBO .	3
					Cornwallis St. CBO .	3
					Kidderpore CBO .	3
					Russa Road . . .	3
					Misc. quota (including Roadside stns.) . .	6

1	2	3	4		5	
			Berths		*Berths*	
8. Up Howarh-Puri Exp.	2-tier (Howrah-Puri)	24 berths 56 seats	Esplanade Mansions	18	Esplanade Mansions	18
			Misc. quota (including Roadside stns.)	6	Misc. quota (including Roadside stns.)	6
			Seats		*Seats*	
			Howrah	56	Howrah	48
					Burrabazar CBO	2
					Cornwallis St. CBO	2
					Kidderpore CBO	2
					Russa Road CBO	2

APPENDIX II

(*Vide* reply to recommendation S. No. 65 in Chapter II)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. TCIII/3132/66/Estimates Committee/SER/65

New Delhi, dated 6-5-66

The General Manager
S.E. Railway,
Calcutta.

SUBJECT: *Maintenance of Court Cases statistics.*

A copy each of paragraph 101 and recommendation No. 65 of the 91st Report of the Estimates Committee (3rd Lok Sabha) on the Ministry of Railways—South Eastern Railway are enclosed.

2. The Board desire that record should be kept of the cases in which the court reverse the decision of the railway administration and such cases be carefully reviewed to see whether the court's judgment went against the Railway because its decision was not judicious or because the conduct of the case in the court was not well informed and effective enough and in either case, to take suitable remedial action.

3. Receipt of this letter may be acknowledged.

Sd/- V. B. AHUJA,
Jt. Director, Traffic (Rates)
Railway Board.

No. TCIII/3132/66/Estimates Committee/S.E.R./65

New Delhi, dated 6-5-66

Copy, together with a copy of paragraph 101 and recommendation No. 65 of the 91st Report of the Estimates Committee (3rd Lok

Sabha) on the Ministry of Railways—South Eastern Railway forwarded to the General Managers, all Indian Railways, except S.E. Railway, for information and similar action.

Receipt of this endorsement may be acknowledged.

Sd/- V. B. AHUJA,
Jt. Director, Traffic (Rates)
Railway Board.

APPENDIX III

(*Vide* reply to recommendation Serial No. 73 in Chapter II)

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. 66-TGIII/600/56/E.C.

New Delhi, dt. 10-6-66

The General Manager,
South Eastern Railway,
Calcutta.

SUB:—*Catering-Contract-cum-departmental—Wearing by bearers/ waiters of metal badges with serial numbers.*

An extract from the 91st Report of the Estimates Committee (3rd Lok Sabha) is reproduced below:—

Recommendation No. 73.

"The Committee would suggest that the South Eastern Railway administration should ensure that the instructions regarding use of badges by the catering bearers are strictly enforced."

2. The recommendation has been accepted by the Government. In this connection your attention is also invited to Board's letter No. 65-TGIII/635 dated 24.6.65. The Board may be advised of the action being taken in the matter after one month.

3. Please acknowledge receipt of this letter.

Sd/- K. PARAMESHWARAN.
Asstt. Director, Traffic (C),
Railway Board.

APPENDIX IV

(*Vide* reply to recommendation Serial No. 40 in Chapter III)

Statement showing some important stations where feeders bus service do not touch the Rail-heads.

	Name of stations	Distance of town bus-stand from the Railway station.
1.	Baripada	2 Kms.
2.	Midnapore	2 ,,
3.	Raipur	3 ,,
4.	Drug	3 ,,
5.	Dhamtari	4 ,,
6.	Sahdol	4 ,,
7.	Bilaspur	4 ,,
8.	Balaghat	1.6 ,,
9.	Srikakulam	15 ,,
10.	Berhampur	4.5 ,,
11.	Chatrapur	2 ,,
12.	Garh Dhenkanal	3 ,,
13.	Puri	2 ,,
14.	Bankura	4.5 ,,
15.	Ranchi	3 ,,
16.	Purulia	1 ,,
17.	Adra	0.5 ,,
18.	Tirora	1.6 ,,
19.	Amgaon	1.6 ,,

APPENDIX V

Analysis of the action taken by Government on the recommendations contained in the Ninety-First Report of the Estimates Committee (Third Lok Sabha)

1.	Total number of recommendations	91
2.	Recommendations that have been accepted by Government (*Vide* Recommendations Nos. 1 to 3, 5 to 8, 10 to 17, 19 to 20, 22 to 23, 25 to 37, 39, 41 to 50, 52 to 65, 67, 69 to 73 and 75 to 91)	
	Number	80
	Percentage to total	87.91%
3.	Recommendations which the Committee do not desire to pursue in view of Government's reply (*Vide* Recommendations Nos. 4, 9, 21, 24, 38, 40, 51, 66, 68 and 74) .	
	Number	10
	Percentage to total	10.99%
4.	Recommendations in respect of which reply of Government has not been accepted by the Committee (*Vide* Recommendations No. 18)	
	Number	1
	Percentage to total	1.10%

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34.	Shri N. Chaoba Singh, News Agent, Ramlal Paul High School Annex, Imphal.	77

AGENTS IN FOREIGN COUNTRIES

35. The Secretary, Establishment Department, The High Commission of India, India House, Aldwych, LONDON, W.C.—2.

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E. C. No. 538

ESTIMATES COMMITTEE (1967-68)

FORTY-FIFTH REPORT

(FOURTH LOK SABHA)

MINISTRY OF FINANCE

Review of Defence Budget—Consolidation of Revenue Demands

LOK SABHA SECRETARIAT
NEW DELHI

February, 1968/Phalguna, 1889 (Saka)
Price : 25 Paise
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C_O_R_R_I_G_E_N_D_A

To

Forty-Fifth Report (Fourth Lok Sabha) of Estimates Committee on the Ministry of Finance - Review of Defence Budget - Consolidation of Revenue Demands.

Page (v), line 6, for 'sitting' read 'sittings'
line 7, for '21st February, 1968' read '21st and 22nd February, 1968'

Page 1, line 7 from bottom, for 'these' read 'this'

Page 8, line 18, for '1960-70' read '1969-70'

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(1967-68)

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Shri N. N. Mallya—*Joint Secretary.*

Shri B. K. Mukherjee—*Deputy Secretary.*

Shri K. D. Chatterjee—*Under Secretary.*

INTRODUCTION

I, the Chairman, Estimates Committee having been authorised by the Committee to submit the Report on their behalf, present this Forty Fifth Report on the Ministry of Finance—Review of Defence Budget—Consolidation of Revenue Demands.

The Committee considered the matter at their sitting held on the 21st February, 1968.

The Report was considered and adopted by the Committee on the 23rd February, 1968.

NEW DELHI-1;
23rd February, 1968.
Phalguna 4, 1889 (*Saka*).

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

REPORT

1.1. The Ministry of Finance (Defence) *vide* their O.M. No. F.11 (63) 67-B.I./P.C./95-BS of the 14th February, 1968, forwarding a self-contained note (Appendices I and II) has stated that: "With effect from the Budget for 1968-69 which will be presented to parliament towards the end of this month, the Defence Services Estimates would be presented in the form of three Demands as against Five Demands which were presented in the past." It has further been stated that the note has also been shown to the Comptroller and Auditor-General and that the matter be placed before the Chairman of the Estimates Committee as early as possible.

1.2. The following facts have been brought out in the note sent by the Ministry of Finance (Defence):

(a) The existence of three separate heads for Revenue Expenditure (Army, Navy and Air Force) has resulted in an inflation in the Demands as voted by Parliament for the three Services as certain items were included in the voted grant twice—once under the Army Demand and again under Navy or Air Force, as the case may be. Owing to adjustments while the net expenditure was not affected, the Demands as voted by Parliament were larger than the real expenditure. .

(b) With a view to eliminating the inflation in the gross Demand as voted by Parliament, it has been decided to present with effect from the Budget for the year 1968-69, only three Demands as against the existing five Demands. The revised Demands will be:

(i) A composite Demand for Revenue expenditure on Defence Services—Effective; the three existing Demands for Army, Navy and Air Force will be combined into one Demand and these would include as sub-major heads, expenditure on Army, Navy, Air Force and Defence Production;

(ii) One Demand for non-effective (Pensionary Charges) and

(iii) One Demand for Defence Capital Outlay.

1.3. In the self-contained note furnished by the Ministry it has been stated that: "As a major change in the presentation of the

Defence Budget is being made, this note is submitted for being placed before the Chairman of the Public Accounts Committee. A copy is also being submitted for being placed before the Chairman, Estimates Committee."

1.4. The Committee considered the matter at a meeting held on 21st February, 1968, and it was noted that one of the functions of the Committee on Estimates, as laid down in Rule 310(d) of the Rules of Procedure and Conduct of Business in Lok Sabha, is: "The functions of the Committee *shall be*—to suggest the form in which the estimates *shall be* presented to Parliament." Further, in the year 1962 when the Ministry of Finance had proposed revision of the form and contents of the Demands for Grants, they had sought the prior approval of the Estimates Committee. The Committee (1962-63) presented their 11th Report (Third Lok Sabha) on the Ministry of Finance—Revision of the form and contents of the Demands for Grants. The present Committee, therefore, decided to examine the Ministry of Finance regarding compliance with this rule. The Finance Secretary, however, in a written communication dated the 22nd February, 1968, explained:

> "The decision to combine the Demands into one without the prior approval of the Estimates Committee was taken under a misunderstanding because on four occasions in the past combination of Demands had taken place without the Estimates Committee's prior approval. In view of the reactions which the proposal has evoked, Government do not wish to pursue the proposal.
>
> 2. Unfortunately, the Defence Services Estimates for 1968-69 have been prepared and printed on the basis of one Demand for Army, Navy and Air Force. I have looked into the possibility of separating the three Demands even at this stage, but the position is that if we are to do so, the Defence Services Estimates may not be ready by the 29th February when these will have to be placed before the Parliament along with the Budget. However, even though the Demand is shown as one, the Finance Ministry undertake that in the operation on the Demand, the same procedure as was followed when the Demands were separate will be followed before effecting reappropriation among the Army, Navy and Air Force estimates. For the Budget 1969-70, as I have stated earlier, we will go back to the arrangement of three separate Demands for the three Services. I wish to assure the two Committees, particularly the Estimates

Committee, that there was not the remotest intention of by-passing the Estimates Committee's jurisdiction in the matter. The correct position has been noted and will be followed in future."

1.5. The Committee accept the explanation and assurances of the Ministry.

1.6. In view of the position now explained by the Ministry of Finance and the assurance given by them that in the operation on the Demand the same procedure as was followed when the Demands were separate, will be followed before effecting the reappropriation among the Army, Navy and Air Force estimates, the Committee do not propose to pursue the matter further. They would, however, suggest that a suitable indication may be given to that effect while presenting the Budget for 1968-69.

1.7. The Committee note that in the Budget for 1969-70 the Finance Ministry will go back to the arrangement of three separate Demands for the three Services.

NEW DELHI-1;
23rd February, 1968.
Phalguna 4, 1889 (*Saka*).

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

APPENDIX I

No. F.11(63)/67-B.I./P.C./95-BS

GOVERNMENT OF INDIA

MINISTRY OF FINANCE (DEFENCE/BUDGET)

New Delhi, the 14th February, 1968.

OFFICE MEMORANDUM

SUBJECT: *Review of Defence Budget—Consolidation of Revenue Demands.*

With effect from the Budget for 1968-69 which will be presented to Parliament towards the end of this month, the Defence Services Estimates would be presented in the form of three Demands as against five Demands which were presented in the past.

Forty copies of a self-contained note explaining the position and which has also been shown to the Comptroller and Auditor General are forwarded herewith. Kindly place the matter before the Chairman of the Estimates Committee as early as possible.

Sd/- N. RAJAN,
Deputy Financial Adviser (Budget).

The Lok Sabha Secretariat,
Estimates Committee Branch,
Shri B. K. Mukherjee, Dy. Secretary.

APPENDIX II

NOTE FURNISHED BY THE MINISTRY OF FINANCE (DEFENCE).

SUBJECT: *Review of Defence Budget—Consolidation of Revenue Demands.*

The Defence Services Estimates have so far been presented in the form of five Demands for Grants—one each for Army, Navy, Air Force, Non-Effective Charges (i.e. Pensions) and Defence Capital Outlay. The Demand for Army also included the requirements on account of organisations like Ordnance Factories, Military Engineering Services, Inspection, Research and Development, etc., which serve all the three Services. Defence Capital Outlay, however, has been a composite head for the Capital requirements of all the Services and connected Inter-Service Organisations. The existence of three separate heads for Revenue expenditure has resulted in an inflation in the Demands as voted by Parliament for the three Services as certain items detailed below were included in the voted grant twice—once under the Army Demand and again under Navy or Air Force as the case may be.

(i) The entire expenditure on Ordnance Factories was provided for under the Army Demand, and costs of stores manufactured and issued to the Navy and the Air Force were again provided for in the Demands for Navy and Air Force. The issues were shown as recoveries in the Army Budget but the vote was for the gross amount. Issues to the Army were not, however, charged separately as the Factories' budget was part of the Army's Grant.

(ii) Similarly all the expenditure on the personnel of the Military Engineering Services Organisation was met out of the Army Grant, and Departmental Charges, constituting 16½ per cent of the cost of the works including maintenance services executed for the Navy and the Air Force, were shown as expenditure in the Navy and the Air Force Demands.

The extent of adjustments under the above categories which were included under the Army Grant and again under the Navy/Air Force during 1967-68 were of the order of Rs. 13 crores. As these amounts were shown as recoveries, the net expenditure was not affected but the Demands as voted by Parliament were larger than the real expenditure.

2. With a view to eliminating the inflation in the gross Demand as voted by Parliament, it has been decided to present with effect from the Budget for the year 1968-69, only three Demands as against the existing five Demands. The revised Demands will be—

(i) a composite Demand for Revenue expenditure on Defence Services—Effective; the three existing Demands for Army, Navy and Air Force will be combined into one Demand and this would include as Sub-Major Heads, expenditure on Army, Navy, Air Force and Defence Production;

(ii) One Demand for Non-Effective (Pensionary charges); and

(iii) One Demand for Defence Capital Outlay.

The composite Demand will be so arranged that full information on the three Services will be available to Parliament as in the past and in addition, expenditure on organisations under the control of the Department of Defence production like Ordnance Factories, Inspection, Research and Development will also be shown separately under a Sub-Major Head. Under Defence Capital Outlay also a slight re-arrangement is proposed and a new unit of appropriation will be opened for showing separately the capital expenditure on works, and plant and machinery for departmentally run units under Defence Production.

3. The main advantages of the revised system will be:

(i) Elimination of inflation in the total gross Demand thus showing the total expenditure in the proper perspective,

(ii) opening of separate units of appropriation for Defence Production, and

(iii) more flexibility in regard to reappropriation so that savings under one Service may be reappropriated for additional requirements under other Services, thus reducing the need to approach Parliament for Supplementary Demands. Such reappropriations would however be only at the Government level, and after consultation with Finance Ministry and as such no relaxation of control would take place. Further, as the vote for each Service would be under distinct units of appropriation, the reappropriations during the year between the provisions for the different Services would be reflected in the Annual Appropriation Accounts which would be placed before the Parliament and the Public Accounts Committee.

4. As a major change in the presentation of the Defence Budget is being made, this note is submitted for being placed before the Chairman of the Public Accounts Committee. A copy is also being submitted for being placed before the Chairman, Estimates Committee.

5. The Comptroller and Auditor General has seen this note.

Sd/- G. K. ABHYANKAR,
Addl. FA (I) and Jt. Secy. Ministry of Finance.

APPENDIX III

Summary of Recommendations/Conclusions contained in the Report.

S. No.	Reference to Para No. of the Report	Summary of Recommendations/ Conclusions
1	1·5	The Committee accept the explanation and assurances of the Ministry.
2	1·6	In view of the position now explained by the Ministry of Finance and the assurance given by them that in the operation on the Demand the same procedure as was followed when the Demands were separate, will be followed before effecting the reappropriation among the Army, Navy and Air Force estimates, the Committee do not propose to pursue the matter further. They would, however, suggest that a suitable indication may be given to that effect while presenting the Budget for 1968-69.
3	1·7	The Committee note that in the Budget for 1960-70 the Finance Ministry will go back to the arrangement of three separate Demands for the three Services.

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E. C. No. 539

ESTIMATES COMMITTEE (1967-68)

FORTY-SIXTH REPORT

(FOURTH LOK SABHA)

MINISTRY OF EDUCATION

Action taken by Government on the recommendations contained in the Hundredth Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Education—Banaras Hindu University

सत्यमेव जयते

LOK SABHA SECRETARIAT
NEW DELHI

March, 1967/*Phalguna*, 1889 (*Saka*)

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27. Shri Gajraj Singh Rao

28. Shrimati Jayaben Shah
29. Shri Shantilal Shah
30. Shri P. Sivasankaran

SECRETARIAT

Shri B. K. Mukherjee—*Deputy Secretary.*

Shri K. D. Chatterjee—*Under Secretary.*

STUDY GROUP 'F' OF ESTIMATES COMMITTEE (1967-68)

CONVENER

Shri S. Kandappan

MEMBERS

2. Shri Jyotirmoy Bosu
3. Shri Tridib Chaudhuri
4. Shri Y. Gadilingana Goud
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10. Shri F. H. Mohsin
11. Shri Gajraj Singh Rao
12. Shrimati Jayaben Shah
13. Shri Shantilal Shah
14. Shri P. Sivasankaran

INTRODUCTION

I, the Chairman, Estimates Committee, having been authorised by the Committee to submit the Report on their behalf, present this Forty Sixth Report of the Estimates Committee on action taken by Government on the recommendations contained in the Hundredth Report of the Estimates Committee (Third Lok Sabha) on the Ministry of Education—Banaras Hindu University.

2. The Hundredth Report of the Estimates Committee was presented to the Lok Sabha on 19th April, 1966. Government furnished replies indicating the action taken on the recommendations on 30th June, 1967. Government's replies were considered by the Study Group 'F' of the Estimates Committee on 28th November, 1967. The draft Report was adopted by the Committee on 17th February, 1968.

3. The Report has been divided into the following Chapters:—

I. Report.

II. Recommendations which have been accepted by Government.

III. Recommendations which the Committee do not want to pursue in view of Government's replies.

IV. Recommendations in respect of which replies of Government have not been accepted by the Committee.

V. Recommendations in respect of which final replies of Government are still awaited.

4. An analysis of the action taken by Government on the recommendations contained in the Hundredth Report of the Estimates Committee (Third Lok Sabha) is given in the Appendix. It would be observed therefrom that out of 83 recommendations made in the Report, 48 recommendations *i.e.* 57·8 per cent have been accepted by Government and the Committee do not desire to pursue 21 recommendations *i.e.* 25:3 per cent, in view of Government's replies. The Committee have not accepted Government's replies to 2 recommendations *i.e.* 2·4 per cent, and final replies of Government in respect of 12 recommendations *i.e.* 14:5 per cent, are still awaited.

NEW DELHI;
The February 24th, 1968.

P. VENKATASUBBAIAH,
Chairman,
Estimates Committee.

CHAPTER I

REPORT

The Committee are glad to observe that the recommendations contained in their Hundredth Report (Third Lok Sabha) on the Ministry of Education—Banaras Hindu University, have been replied to by Government generally to the Committee's satisfaction except recommendations No. 7, 46, 68 and 70 included in Chapter IV.

While noting the action taken by Government on certain recommendations, the Committee desire that further information on the progress made in implementation of some of the recommendations (included in Chapters III and V) may be furnished to the Committee.

CHAPTER II

RECOMMENDATIONS THAT HAVE BEEN ACCEPTED BY GOVERNMENT

Recommendation (Serial No. 1) Para No. 11

As the Banaras Hindu University (Amendment) Bill 1964 as reported by the Joint Committee of Parliament and passed by the Rajya Sabha is, at present pending before the Lok Sabha, the Committee do not wish to make any observation in regard to the provisions of the Bill. They would, however, suggest that Government should have a more or less uniform pattern for all the Central Universities in accordance with the recommendations of the Committee on Model Act for Universities appointed by the Ministry of Education in 1961.

REPLY OF GOVERNMENT

The Banaras Hindu University (Amendment) Bill has since been passed by both Houses of Parliament in December, 1966. The recommendations of the Committee on Model Act for Universities were kept in view when the Bill was drafted. While the objective is to have a broad uniformity in the pattern of Central Universities as visualised by the Model Act Committee itself, there has to be a certain measure of elasticity in the pattern to suit the growth of each institution.

[*Ministry of Education O.M. No. F*1-18/66-*U*2, *dated* 30*th June,* 1967].

Recommendation (Serial No. 3) Para No. 18

The Committee note that more than 35 *per cent of the students of the University belong to States other than Uttar Pradesh. If Technological Colleges (Colleges of Engineering, Mining and Metallurgy and Technology) are taken separately, the percentage of students belonging to other States is more than sixty.*

The Committee hope that the University will continue to maintain and preserve its all-India character and admit more and more students from other States consistent with satisfying the minimum qualifications required for admission. The Committee further expect that the all-India character of the University will be maintained not only in the admission of students but also in the selection of teachers and administrative staff.

REPLY OF GOVERNMENT

The University has been able to preserve its all-India character by making admissions on all All-India basis. Wherever necessary seats have been reserved for various zones of the country. The University will continue to maintain this and students from all States will be welcomed in every Faculty.

Selection of teachers and administrative staff is also made on an All-India basis and there appears to have been no complaint in this regard till now. Vacancies are advertised in all the important newspapers throughout the country. Experts on the Selection Committees for the teaching posts are appointed from all parts of the country and candidates called for interview are paid Travelling expenses.

The University is in full agreement with the idea of maintaining its All-India character.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June,* 1967].

Recommendation (Serial No. 4) Para No. 20

The Committee need hardly stress that admission to the universities should be restricted to only those students who have real intellectual keenness for university studies and are dedicated to the advancement of knowledge. While making this suggestion, the Committee are also aware of the pressure of number of ' students seeking admission into University classes due to increase in the number of students passing higher secondary examinations and the social problems created thereby. The Committee expect that Government will take adequate measures to absorb these additional numbers who fail to get admission in universities either in any technical or vocational training course.

REPLY OF GOVERNMENT

The University agrees with the recommendation. The Government is considering measures that should be taken to vocationalize Secondary Education as recommended by the Education Commission in order to reduce pressure on the Universities.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 6) Para No. 23

Considering that the problem of admissions especially in the Technological courses is rather acute in the country, the Committee

are distressed to find that as many as 25 seats remained vacant in the College of Technology and 5 in the College of Mining and Metallurgy of the Banaras Hindu University in the year 1964-65. The Committee need hardly stress that non-utilisation of resources available to universities constitutes a national wastage and they would therefore urge that all available capacity should be fully utilised.

The Committee suggest that while selecting students for admission, a panel should be kept ready so that in case of failure of any selected student to join the course, next student in the panel should be asked to join.

REPLY OF GOVERNMENT

The University does not allow any seat to remain vacant. Admissions are made to the full quota of seats allotted in various Technological courses. If the selected candidate does not turn up and pays his fees by the given date, the next candidate in the panel is admitted. This continues till the last date of admission. No seat is allowed to remain vacant on the last date of admission.

It is, however, quite possible that a student may drop during the course of the year due to various reasons. It is not possible to admit fresh students against vacancies thus created during the whole year. Attempts are, however, made to overcome this situation by admitting more students than the allotted quota, to the various courses.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 9) Para No. 26

The Committee are glad to learn that the recommendations of the various Review Committees appointed by the University Grants Commission have been taken into consideration while revising the various courses of study in the Banaras Hindu University. The Committee would stress the need for reviewing the courses of study periodically—if necessary by appointing review committees—and for effecting necessary changes therein in the light of changing circumstances. The Committee would like all the Indian Universities in general and Banaras Hindu University in particular to take full advantage of the suggestions made by the Standards Committee in this regard. The University Grants Commission should also make continuous study of University courses in the light of advances made in other countries in various fields of learning.

REPLY OF GOVERNMENT

The University Grants Commission is aware of the need for periodical study of the courses and syllabi for various subjects in the Indian Universities and attaches great importance fo ra continuing study of University Courses in the light of advances made in other countries in various fields of learning. In view of this a Committee was appointed by the Commission in 1964, to suggest further improvements in Mathematics syllabi. The Report of this Committee has been accepted by the Commission. Similarly another Committee has been appointed for examining the steps taken by the Universities for implementing the recommendations made by the Biochemistry Review Committee and to suggest further improvements for teaching and research in Biochemistry. A Review Committee for strengthening Courses of study and research in transport economics and transport management has recently been appointed. It is also proposed to organise seminars for reviewing the steps taken by the Universities for implementing the recommendations made by other Review Committees and for suggesting measures for further improvement in teaching and research in other subjects as well.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 11) Para No. 28

The Committee are not happy about the working of the general education course in the Banaras Hindu University and are doubtful if a system of general education consisting of a few lectures to the students of Humanities and Sciences would serve any useful purpose. The Committee are of the view that the courses in general education should be integrated with the syllabus itself both on the arts side as well as the Science side. The Committee also suggest that the Banaras Hindu University may, in consultation with the University Grants Commission, appoint a Working Group on General Education to draw up syllabi and for selection of reading materials in general education. Efforts should be made to see that the pattern of general education is made more effective and purposeful.

REPLY OF GOVERNMENT

The University is in complete agreement with the remarks of the Estimates Committee regarding General Education. Effective steps are being taken in this direction.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 12) Para No. 29

The Committee regret to note that due attention has not so far been paid for organising the tutorial classes in the Banaras Hindu

University which is a unitary and a residential university and the present arrangements are far from satisfactory. The Committee need hardly stress that concerted efforts should be made by the Banaras Hindu University to improve the facilities of tutorial classes in the University as early as possible. The Committee expect that the University/University Grants Commission will see that improvement in the tutorial system is not retarded due to lack of finance, staff or space.

REPLY OF GOVERNMENT

In small classes, tutorials are not necessary. For larger classes, tutorial instruction is necessary, and is being given in a small way. Any proposal for improvement of tutorials will be given due consideration by the University Grants Commission within the funds available.

[*Ministry of Education O.M. No. F1-18/66-U2, dated 30th June,* 1967]. 1967.]

Recommendation (Serial No. 13) Para No. 30

The Committee would like to stress the desirability of making the Planning Forum popular among the students. The Planning Forum meetings provide useful opportunities to the students especially of the post-graduate classes to engage in group discussions and stimulate their thinking thereby developing a wider perspective of the national problems and their responsibilities in solving them. The Committee are unhappy to note that not many students from technological courses attend the Planning Forum meetings. They feel that it is all the more necessary that the technological and science students should be encouraged to attend these meetings so that they can keep in touch with the economic developments of the country.

REPLY OF GOVERNMENT

The University agrees with the suggestions of the Committee and steps will be taken to implement the same.

[*Ministry of Education O.M. No. F1-18/66-U2, dated 30th June,* 1967].

Recommendation (Serial No. 14) Para No. 31

The Committee suggest that the procedure for purchase of books and equipments in the Central Universities may be standardised. It may also be examined whether it would not be desirable to set up

a separate Purchase Committee for the purchase of books. Such a Committee should be a broad-based one and should include the Departmental Heads or their representatives. The Committee would suggest that efforts should be made to obtain books from various international bodies also such as FAO, WHO, Asia Foundation, British Council, etc. and if necessary, even on loan.

REPLY OF GOVERNMENT

The whole question is being examined in the light of the suggestion of the Committee.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 15) Para No. 32

The Committee are distressed to note that the Banaras Hindu University has not been able to utilise fully the grants given by the University Grants Commission to improve library facilities in the University. The Committee also note with regret that it has not been possible for the University to submit progress reports and accounts to the University Grants Commission which has resulted in the withholding of further grants by the Commission. The Committee would suggest that the University should streamline its procedure so that progress reports and accounts are submitted in time and the grants received are utilised fully and effectively. The Committee also suggest that more reading space should be provided in the Library.

REPLY OF GOVERNMENT

The Executive Council has appointed a Library Reorganisation Committee and its report is awaited.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 17) Para No. 34

The Committee would suggest that the feasibility of starting a Book Bank Scheme in the Banaras Hindu University on the lines of University of Delhi may be examined, as such a scheme is expected to be of great assistance to poor students. The Committee consider that the collection of books made under this scheme can be enriched by the voluntary donations of the ex-students or by collections of Students' Union or by the financial assistance from the University Grants Commission.

REPLY OF GOVERNMENT

The Delhi University Scheme is being examined and necessary action will be taken in due course.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 19) Para No. 36

Considering the difficult foreign exchange position of the country, the Committee would suggest that vigorous efforts should be made to get aid for procuring scientific equipment from various international agencies. The Committee would also stress the need for utmost economy in purchase of equipment from abroad. The University Grants Commission should ensure that the meagre foreign exchange resources are not frittered away in the purchase of less essential items of equipment and that foreign exchange is released, after due scrutiny, only in case of inescapable demands. The Committee would like to emphasise that our slogan to-day is self-sufficiency through self-reliance. The University should therefore try to develop indigenous Laboratory equipments in their own workshop and also keep in touch with the National Laboratories, Indian Institutes of Technology and Atomic Energy Establishment for the development of indigenous equipment needed for laboratories.

REPLY OF GOVERNMENT

Every effort is being made to get scientific equipments through UNESCO and other agencies under Aid Programme. Foreign Exchange is allocated by the University Grants Commission for import of very essential items only. Wherever good workshop facilities and skilled technicians are available, the Universities fabricate or assemble the equipment themselves. They also keep in touch with Atomic Energy Establishment, National Laboratories etc. for the development of equipment required by them.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 27) Para No. 46

The Committee are glad to note that the Government have approved the introduction of Provident Fund/Gratuity/Pension Schemes in the Central Universities. They hope that the schemes would be introduced in the Banaras Hindu University as early as

possible. The Committee also hope that the University Grants Commission/Government would see that a uniform pattern is evolved for all the Central Universities, the State Universities and other colleges.

REPLY OF GOVERNMENT

C. P. Fund-*cum*-Gratuity and G. P. Fund-*cum*-Pension-*cum* Gratuity Scheme are being given effect to in the Central Universities with effect from 1st April, 1964. Final orders in this regard would be issued after the draft 'Model Rules' have been approved by the Government of India.

After the schemes are put into effect in the Central Universities, the question of addressing the State Universities will be considered.

[*Ministry of Education O.M. No. F*1—18/66-*U*2, *dated* 30*th June,* 1967].

Recommendation (Serial No. 28) Para No. 47

The Committee feel that summer schools provide ample opportunities to teachers for re-orientation in the technique of teaching and exchange of ideas. The Committee recommend that more of such summer schools particularly in the subject for which Banaras Hindu University has been selected a Centre of Advanced Study should be organised. The Committee also suggest that the University Grants Commission should make an evaluation of the working of summer schools in all the central universities.

REPLY OF GOVERNMENT

The University Grants Commission welcomes the recommendation of the Committee. The evaluation of Summer Schools, in future, will be based not only on the comprehensive Reports submitted by the Directors of the Summer Schools but also on the report of the participants and in some cases through on the spot visits of subject matter specialists.

[*Ministry of Education O.M. No. F*1—18/66-*U*2, *dated* 30*th June,* 1967].

Recommendation (Serial No. 30) Para No. 49

The Committee have been told that since the Report of the Enquiry Committee the office of the Banaras Hindu University has been recognised in the light of the recommendations contained therein. They need hardly stress that since the organisational set-up of

a university has to play a pivotal role in the smooth and efficient working of the University, the working of the administration should be kept under constant review so as to avoid recurrence of similar situation and to effect improvements as and when necessary.

REPLY OF GOVERNMENT

The University accepts the recommendation. The working of the offices of the University has been under constant review of the University authorities. Whenever any defects have come to their notice, steps have been taken to remedy them. If a review by an Expert, as suggested by the Committee, is found necessary the University will take necessary action.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June,* 1967].

Recommendation (Serial No. 31) Para No. 50

The Committee note that as many as 51 employees of the Banaras Hindu University are working temporarily against permanent posts. The Committee hope that early steps will be taken to confirm them. The Committee hope that Provident Fund-cum-Pension Scheme for the administrative staff will also be introduced in the University at an early date.

REPLY OF GOVERNMENT

The number of persons working temporarily against permanent posts has since been considerably reduced and will be kept as low as possible. But some temporary appointments of the kind are unavoidable.

The Provident Fund-*cum*-Gratuity-*cum*-Pension Scheme to be introduced will cover all classes of University employees.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June,* 1967].

Recommendation (Serial No. 32) Para No. 51

The Committee expect that consistent with the general policy of restricting building expenditure, efforts should be made to provide residential accommodation to as many employees as may be required for maintaining discipline among and contact with the students residing in the campus.

REPLY OF GOVERNMENT

The University at present provides residential accommodation for 408 teachers out of a total of about 900. Endeavours are being made

to increase the residential accommodation in the University campus. Within the limits of the funds made available to the University Grants Commission financial assistance could be extended by the Commission to the University for the purpose.

[*Ministry of Education O.M. No.* F1-18/66-*U*2 30*th June*, 1967].

Recommendation (Serial No. 33) Para No. 52

The Committee note that efforts are now being made to eliminate the lack of collaboration between different Departments particularly between the Department of Art and Architecture and the Department of Ancient Indian History and Culture as mentioned by the Visiting Committee and hope that effective collaboration will be achieved in the working of the Department of Art and Architecture of the College of Indology and Bharat Kala Bhavan and overlapping in work avoided as far as possible. They however, feel that if even after close collaboration the Department of Art and Architecture is under-staffed, efforts should be made to staff, it properly as otherwise the standard of education is likely to suffer.

REPLY OF GOVERNMENT

The University agrees with the recommendation of the Committee. The University is conscious of this overlapping and steps are being taken to avoid it.

[*Ministry of Education O.M. No.* F1-18/66-*U*2 30*th June*, 1967].

Recommendation (Serial No. 34) Para No. 53

Considering that the Bharat Kala Bhavan contains an exquisite collection of rare paintings and sculptures, the Committee feel that the Department requires reorientation on scientific lines. The exhibits should be properly classified and displayed, so that it can serve as a useful centre for research and study in Indian art and architecture.

REPLY OF GOVERNMENT

The paintings and sculptures in the Bharat Kala Bhavan have already been classified to meet the requirements suggested by the Committee.

[*Ministry of Education O.M. No.* F1-18/66-*U*2 30*th June*, 1967].

Recommendation (Serial No. 36) Para No. 55

The Committee feel that the University Grants Commission should discourage the tendency of every University of having all the faculties and departments as it may be difficult for them to maintain standards due to lack of finance and more specially due to lack of properly qualified teachers. In Uttar Pradesh there are seven general universities besides the Roorkee University and the Agricultural University, Rudrapur; and if there is no coordination between these universities in opening and running faculties, there is risk of deterioration of standard of education. This principle should apply more rigidly in case of subjects like law, which have no direct hearing on the socio-economic development of the country.

REPLY OF GOVERNMENT

The recommendation of the Committee has been noted by the University Grants Commission.

[*Ministry of Education O.M. No.* F1-18/66-*U*2 *dated* 30*th June,* 1967].

Recommendation (Serial No. 40) Para No. 59

The Committee are unhappy to find that it should have taken almost ten years to decide about the design and plan of the high voltage laboratory as, apart from the cost of the scheme going up during this long lapse of time, it must have affected the research and teaching work of the University. The Committee need hardly over-emphasise that every effort should be made to finalise the plan most expeditiously as otherwise there is every possibility of the cost of the scheme further going up. The Committee also suggest that with a view to avoid such delays Government should evolve a procedure whereby preliminary estimates plans pertaining to projects, involving heavy expenditure can be examined by experts at the appropriate levels in the very beginning so that the period of scrutiny and scope of revision at a later date are kept to the minimum.

REPLY OF GOVERNMENT

It has been decided to constitute in the Central Universities, building Committees, which *inter alia* will have an Engineer of the C.P.W.D. as a member. This Committee is expected to examine and approve plans and preliminary estimates of building projects.

[*Ministry of Education O.M. No.* F1—18/66-*U*2, *dated* 30*th June,* 1967].

Recommendation (Serial No. 43) Para No. 62

The Committee are distressed to find that costly machinery has been lying idle for about 15 years—an inordinately long period for want of power and shed in the College of Mining of Metallurgy, and that after the provision of shed only for the mining section, power has not been made available within 2 years; and that machineries and equipment of metallurgy section are still without any shed. The Committee cannot but feel unhappy that such a state of affairs can only be an indication of lack of seriousness on the part of the University authorities.

The Committee hope that now care will be taken to ensure that the Department is provided with adequate accommodation and electricity without any further delay.

REPLY OF GOVERNMENT

The University shares the regret of the Committee for the delay that has taken place in the provision of sheds and power in this case. Sheds have now been constructed for the entire machinery. The delay in the supply of power was due to the unavoidable technical difficulties caused by the inadequacy of the main supply lines. Limited supply of power is now available.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 45) Para No. 65

The Committee are happy to note that there is a regular inspection of affiliated Colleges in terms of 26B (3) to (4) of the Statutes of the University. They hope that the recommendations and observations by the Inspection Committee are duly complied with by the Colleges and other institutions admitted to the privileges of the University.

REPLY OF GOVERNMENT

The University accepts the need for regular inspection of the affiliated Colleges and would see that the recommendations are duly implemented.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 49) Para No. 70

The Committee need hardly stress that more attention should be given towards the development of the University Campus. A clean and healthy campus has a direct bearing on the academic efficiency of the University and is so index of the working of the Administration.

REPLY OF GOVERNMENT

The University has been able to develop its campus to a very great extent during the past ten years with the assistance of grants sanctioned by the University Grants Commission. The University is continuing its efforts in the line and attempts are made to have more and more improvement in the Campus.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967.]

Recommendation (Serial No. 50) Para No. 71

The Committee suggest that concerted steps should be taken to encourage students to take part in various games and undertake healthy physical activities.

REPLY OF GOVERNMENT

The University endorses the suggestion of the Committee and will take all possible steps in this direction.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967.]

Recommendation (Serial No. 54) Para No. 75

The Committee appreciate that in view of the present financial stringency there may be difficulties in the construction of more hostels for providing residential accommodation to students. A sizeable percentage of students has therefore to remain outside the University campus. The Committee would suggest that the University should try to maintain as many approved lodges as possible in the city. These lodges should be put under the charge of authorised wardens of the University.

The Committee also suggest that University should ensure that students living outside University campus or the approved lodges do reside with bonafide guardians.

REPLY OF GOVERNMENT

The University used to maintain approved Lodges for several years. But the Banaras Hindu University Enquiry Committee condemned them and, as a result of it, these Lodges were abolished. The University appreciates the need of having approved Lodges, but it is conscious of the difficulties of getting adequate houses for the purpose, and therefore, of implementing the suggestion of the Committee. It may be stated that a large number of students are residing in the city with their parents and guardians.

The University has four delegacies for the city students and provisions for their recreation have also been made there.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 55) Para No. 76

The Committee are not happy about the way the messes comprising only small groups of 15 to 20 students are organised, as they cannot help in developing community feeling among the students.

The Committee suggest that the University may examine the feasibility of organising messes comprising of larger number of students. The Committee further recommend that the University Grants Commission should consider whether it is possible to render any financial assistance to the University by way of providing salaries of cooks and meeting the cost of utensils etc.

The Committee also suggest that the University should exercise adequate checks in order to see that wholesome food is served to the students.

REPLY OF GOVERNMENT

The present meeting arrangement is the outcome of the fact that the students of the University come from different places of the country and have different food habits. They are given complete freedom to organise their messes according to their choice.

The question of how best to assist the Universities financially so as to bring down hostel charges is under the consideration of the U.G.C.

The University appreciates the desirability of having a common mess in every hostel. In view of the existing difficulties, it may not, however, be possible to give effect to this idea, but an attempt will be made at least in one hostel to have a common mess and see how it works.

A comprehensive scheme to ensure the supply of wholesome food materials of all kinds to the residents of the hostels is on foot.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 56) Para No. 77

The Committee recommend that steps should be taken to improve the existing canteen arrangements in the University. They also suggest that the canteens should be run on a no-profit-no-loss basis and active participation of the students in their management should be encouraged.

REPLY OF GOVERNMENT

The recommendation of the Committee has been noted.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 57) Para No. 78

The Committee feel that the present strength of Physical Instructors is inadequate considering the number of colleges and students in the University. They suggest that the arrangements for Physical Education in all the Central Universities should be reviewed by the University Grants Commission and deficiencies made good as early as possible. The Committee would also stress the need for providing separate facilities for girls students in the University.

REPLY OF GOVERNMENT

A committee which has already been appointed by the University Grants Commission is looking into the question of facilities for physical education and sports in Universities.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 58) Para No. 79

The Committee feel that apart from the broad national interest the NCC training is in the interest of students themselves in as much as it keeps them physically fit and also instils in them a sense of discipline. The Committee feel unhappy to be informed that the students of the Banaras Hindu University join NCC. under a sense of compulsion and not voluntarily. The Committee suggest that Government may undertake an educative campaign highlighting the benefits accruing out of NCC training so that the students may join NCC with greater enthusiasm. The Committee feel that effective measures should be taken to see that the number of exemptions from the NCC training are reduced as much as possible.

REPLY OF GOVERNMENT

The recommendation of the Committee has been noted. The question of making NCC training for students voluntary is also under consideration of the Government of India.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 60) Para No. 81

The Committee feel that the medical check-up that was being done regularly upto 1962-63, should have been continued or rather improved upon. They find no justification for conducting only partial health examination during 1963-64 as regular medical check-up is of great importance for the proper development of the students. They would urge that adequate arrangements should be made for having periodical health check-up and for providing medical aid to all the students on its rolls. The Committee hope that the question of providing suitable medical facilities to the non-resident students would also receive urgent consideration by the University and the University Grants Commission.

REPLY OF GOVERNMENT

The recommendation of the Committee has been noted and steps are being taken to implement it as far as possible.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June, 1967*].

Recommendation (Serial No. 61) Para No. 82

While the Committee note the facilities provided by the University Employment and Guidance Bureau, they feel that the number of students taking advantage of the facilities provided by the Bureau is meagre and that the number of placements during 1963-64 is rather small. The Committee would suggest that a concerted drive should be made so that more and more students avail of the facilities provided by the Bureau and the number of placements may also be adequate so as to induce the students to avail of the opportunities.

REPLY OF GOVERNMENT

The recommendation of the Committee has been noted.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June, 1967*].

Recommendation (Serial No. 62) Para No. 83

The Committee find that only in 1962-63, 35 students secured part-time jobs as tourist guides, and in subsequent years no student got any such job due to lack of co-ordination between the University and the Tourist Bureau. In such a case, the matter should have been taken up with/through appropriate higher authorities. The Committee feel that such lack of co-ordination between different departments of Administration should not be allowed to thwart any scheme, however, minor intended to give some benefits to the students,

The Committee feel that with high incidence of unemployment even among the educated young men, there may not be much scope for the introduction of the system of 'earning while learning' prevalent in many advanced countries. The Committee still suggest that the Government may consider the feasibility of adopting that system in Banaras Hindu University along with other universities, as it might be helpful to the students coming from indigent sections particularly from rural areas.

REPLY OF GOVERNMENT

The Dean of Students has been asked to take active steps in the direction indicated by the Committee.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June*, 1967].

Recommendation (Serial No. 63) Para No. 84

The Committee are unhappy about the lack of adequate care and guidance for the non-resident students who form about 45 percent of the total students in the absence of such care and control tend to take part in demonstrations sometimes ending in violent acts of indiscipline. The Committee hope that the University will pay much greater attention for providing some amenities and facilities to such students. As such, the Committee hope that more than one non-resident students centre will be set up in different parts of the city and all these will be properly equipped with the necessary facilities.

REPLY OF GOVERNMENT

The University maintains a non-resident students Centre within the University Campus and another at Kamachcha in the City and has provided a number of playgrounds in certain parts of the city. Efforts to augment these facilities are continuing.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June*, 1967].

Recommendation (Serial No. 64) Para No. 85

The Committee hope that Gandhi Bhavan will be constructed soon in the Banaras Hindu University where comprehensive literature and other educational facilities relating to the life and works of Mahatma Gandhi will be available for the benefit of students. The Committee feel that scope and purpose of such Bhavans should not be confined only to the life and writings of Gandhiji but also cover the philosophy and socio-economic ideas underlying the movement conducted by Gandhiji.

The Committee would also like to draw the attention of the Government to their recommendation of the subject contained in their

Eighty-Second Report (Third Lok Sabha) on the Ministry of Education—University of Delhi.

REPLY OF GOVERNMENT

The recommendation of the Committee has been noted.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 66) Para No. 93

The Committee are not happy about the slow progress in the implementation of the scheme for development of Humanities in the Central Hindu College of the Banaras Hindu University.

Regarding the difficulties being experienced by the Universities about supply of cement, building materials etc. the Committee would like to reiterate their recommendation contained in para 12 of their Eighty-Second Report (Third Lok Sabha) on Ministry of Education—University of Delhi.

REPLY OF GOVERNMENT

The scheme for development of Humanities in the Central Hindu College during the Second Five Year Plan was sanctioned in December, 1959 and it has been fully implemented now.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June,* 1967].

Recommendation (Serial No. 67) Para No. 94

The Committee are distressed to find that between the University and the University Grants Commission, some schemes have taken as long as 4 to 5 years to be finalised and they feel that something is wrong in the procedure of sending the schemes to, and accordance of sanctions by the University Grants Commission. As delays of this nature have an unsettling effect on the standard of education and also cause an avoidable increase in cost, the Committee would urge that the University Grants Commission may make a thorough review of the existing procedure for sanction of schemes sent by the Universities with a view to streamline the same and eliminate delays at all levels.

REPLY OF GOVERNMENT

Only in respect of schemes referred to the All India Council for Technical Education that there might have been delay in finally approving schemes. In all other cases, there is practically not much delay in this regard. The procedure in regard to the processing of schemes referred to the AICTE, has been reviewed and certain

changes have been effected. It is hoped that the revised procedure will reduce delay in according sanctions to schemes. The matter will be reviewed again after sometime, in case the revised procedure does not lead to any improvement.

[*Ministry of Education O.M. No. F1-18/66-U2, dated 30th June,* 1967.]

Recommendation (Serial No. 68) Para No. 95

The Committee are not convinced with the reasons advanced by Government for holding the meetings of the Executive Council outside Banaras. The Committee are unhappy that DA/TA should have been claimed by and paid to the Pro. Vice-Chancellor and the Registrar for attending the meeting at Nainital when actually they were staying at Nainital on leave during that period.

The Committee deprecate the action of the Executive Council in regularising the payment of travelling allowance in spite of the fact that the two officers had not actually undertaken the journey. The Committee feel that meetings of the Executive Council and other Authorities should invariably be held within the University Headquarters.

REPLY OF GOVERNMENT

The Travelling Allowance in question was drawn by the Officers in 1961 when there was no explicit provision against payment of such allowance to officers on leave who were called upon to attend meetings at the place where they happened to be residing during leave. When the payment was objected to by the Audit in 1963 it was regularised by the Executive Council (Resolution No. 435 dated 14/3/63) which was accepted by the Internal Audit and the objection was settled. Subsequently in 1964, new TA Rules were made explicitly prohibiting payment of TA of this kind; after that date no TA was paid in such cases.

2. 38 meetings of the Executive Council of the University were held during the period from 1961 to July, 1966. Out of these, two meetings—one in May, 1961 and the other in May, 1962, were held at Nainital. Five meetings were held at New Delhi. The remaining 31 meetings were held at Varanasi.

3. The Executive Council consists of nine members including the Vice-Chancellor and the quorum is five. The members come from different and distant parts of the country. They are all very busy persons and are members of many other bodies also. The meetings of the Executive Council have therefore to be fixed after ascertaining the convenience of all the members. The meeting cannot be held unless at least four members (excluding the Vice-Chancellor) are in a position to come to Varanasi. The University had, therefore, to arrange some of the meetings outside Varanasi. Ordinarily meetings of the Executive Council are not held during Summer Vacation. But in 1961 and 1962 it became necessary to hold meetings during the vacation to dispose of urgent matters. Banaras being a warm place, the meetings had to be arranged at Nainital to suit the convenience of the members. As regards the meetings at New Delhi, they have to be arranged there when members find themselves unable to come to Varanasi and meetings become necessary to dispose of urgent matters. As a matter of fact it costs less for the University to arrange meetings of the Executive Council at New Delhi.

[*Ministry of Education O.M. No. F*1-18/66-*U*2, *dated* 30*th June*, 1967.]

Comments of the Committee

The Committee reiterate that the meetings of the Executive Council should invariably be held within the University Headquarters.

Further Reply of Government

It will be observed that in the reply of the Government effort has been made to explain the necessity of holding the meetings of the Executive Council outside Banaras about which information was required by the Committee. It appears from the comments of the Committee recorded below the recommendation that the Committee has taken the view that the Government have not accepted the recommendation in question. There is no intention on the part of the Government not to accept the recommendation of the Committee that meetings of the Executive Council and other authorities of the University should invariably be held within the University headquarters. In view of this, the desirability of putting this recommendation in Chapter II may kindly be considered.

[*Government of India, Ministry of Education letter No. F.* 1-33/67-*U*2, *dated* 9/12 *February*, 1968].

Recommendation (Serial No. 69) Para No. 96

The Committee feel that the expenditure being incurred by the Banaras Hindu University on the advertisements for filling the teaching and Administrative posts is rather on the high side. They suggest that the expenditure on this score should be closely watched so that it can be kept to the barest minimum.

REPLY OF GOVERNMENT

Necessary action has already been taken to reduce the expenditure on advertisement.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 71) Para No. 98

The Committee cannot but feel unhappy that proper vigilance was not being kept over the maintenance of records prescribed under the rules and regulations of the University. The Committee note the steps now taken by the University for proper maintenance of records so necessary for effective control of the University finances. They hope that a strict watch would be kept in this direction so that objections of the nature made by the Audit do not recur.

REPLY OF GOVERNMENT

The observation of the Committee has been noted.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 72) Para No. 99

The Committee note that there was a loss of Rs. 6210 *incurred by the Banaras Hindu University Press in* 1961-62. *The profits in* 1962-63 *were Rs.* 24,026 *but in* 1963-64 *they slumped down to Rs.* 2,303

only. The Committee hope that continuous and concrete efforts will be made to augment the profits of the Banaras Hindu University Press which is run on commercial lines.

REPLY OF GOVERNMENT

The Banaras Hindu University Press has been running at a profit and efforts are being made to increase the profits of the Press.

[*Ministry of Education O.M. No. F1-18/66-U2 dated 30th June,* 1967].

Recommendation (Serial No. 73) Para No. 100

The Committee hope that the rates charged by the Electricity and Water Supply Service are comparable to the rates prevalent outside the University. The Committee suggest that the profits made by the Electricity and Water Supply Service should be utilised for further development of the University.

REPLY OF GOVERNMENT

The suggestion has been noted.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June,* 1967]

Recommendation (Serial No. 74) Para No. 101

The Committee appreciate that some publications e.g. the reprint of the source materials of Indian Philosophy may take long time to be sold out; but other publications should not be allowed to remain accumulated for indefinite period and proper publicity should be given of the publications so that interested public may purchase them. The Committee consider that an assessment of the likely demand of each publication should be made so that the University may not find itself burdened with unsold publications and that proper care should be taken for the preservation of the unsold copies.

The Committee hope that proforma accounts will be maintained regularly as they are necessary for sound accounting.

REPLY OF GOVERNMENT

The University accepts the cogency of the suggestion of the Committee and will take action accordingly.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June,* 1967.]

Recommendation (Serial No. 75) Para No. 102

The Banaras Hindu University Book Depot has been serving a useful purpose in as much as it has been supplying books published in India and abroad which ordinarily would not be easily available

to the student community. The Committee hope that the sale of books will be resumed by the Banaras Hindu University Book Depot at an early date. In view of the difficulties experienced by the Book Depot in getting foreign exchange for importing books, the Committee suggest that the University Grants Commission should consider the question of releasing necessary foreign exchange to the Banaras Hindu University and all other universities for the purpose of importing books which are not published in the country.

REPLY OF GOVERNMENT

A proposal for the reorganisation of the Banaras Hindu University Press Book Depot and the Publication department under one unit is receiving consideration now.

For some time past increased import of books etc., is being allowed by Government and it is now not necessary for Universities to route their import applications through the University Grants Commission for release of foreign exchange for import of books.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June,* 1967]

Recommendation (Serial No. 78) Para No. 105

The Committee feel that the issue involved in the designation of the University is primarily a political and national one and should be treated as such; and it will be the task of statesmanship to find a solution which is in keeping with the best interest of the nation against the background of the social and political changes which with the passage of time, and in the course of historical evolution, have made a deep impression on our national being, also of broad outlook enunciated in the Constitution and, above all, of the secular ideology of the State.

REPLY OF GOVERNMENT

Parliament has taken decision in the matter.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June,* 1967.]

Recommendation (Serial No. 79) Para No. 106

The Committee hope that to maintain all-India character of the Banaras Hindu University, the Government and the University Grants Commission will pay due attention to the composition of the court and the Executive Council and other academic bodies as also in the recruitment of staff and admission of students—which as already pointed out in para 22 and 42 left much to be desired—so that the University can live up to its ideal as an all-India institution.

REPLY OF GOVERNMENT

Composition of the Court and the Executive Council has been prescribed by Parliament in the Statutes of the Banaras Hindu University, keeping in view its all-India character. In appointing Visitor's nominees on these bodies, this aspect is also kept in view.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June,* 1967]

Recommendation (Serial No. 82) Para No. 109

The Committee feel that Banaras Hindu University should be considered just like any other University but should be expected to maintain its distinctive character and to function in the back-ground of the high expectations and objectives which inspired its great founder. The Committee hope that the Government and the University Grants Commission will see to it that the University is able to function in full conformity with these objectives.

The Committee would expect that the University authorities, the teachers and the students will take it as a mission to see that the high objectives underlying the founding of the University are realised.

REPLY OF GOVERNMENT

The University fully agree with the views expressed by the Committee.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June,* 1967]

Recommendation (Serial No. 83) Para No. 110

The Committee note that Banaras Hindu University is a pioneer among Indian Universities in introducing some of the technological courses, particularly in mining and metallurgy. The Committee hope that determined efforts will be made to improve the staff, equipment, laboratories, libraries and other facilities in the Faculty of Technology so that the University may keep pace with the developments in other technological institutions recently set up by Government and is able to play its worthy role in the teaching of these scientific and technological subjects in the country.

REPLY OF GOVERNMENT

The University endorses the views of the Committee and will strive hard to achieve this objective.

[*Ministry of Education O.M. No. F1-18/66-U2, dated 30th June,* 1967.]

CHAPTER III

RECOMMENDATIONS WHICH THE COMMITTEE DO NOT DESIRE TO PURSUE IN VIEW OF GOVERNMENT'S REPLY

Recommendation (Serial No. 2) Para No. 14

The Committee apprehend that the objectives of the University as propounded by its founder are not being vigorously followed by the University. They suggest that the University should make an appraisal as to the extent the objectives of the University as aimed by its founder Pt. Madan Mohan Malaviya, have been realised.

The Committee also suggest that the objectives of the University should be embodied in greater detail in the Banaras Hindu University Act itself as has been done in the First Schedule of the Visva-Bharati Act which embodied the objectives on which Gurudev Tagore founded the Visva Bharati at Santiniketan.

REPLY OF GOVERNMENT

The first objective has been given effect to framing the courses of study in Sanskrit, Indian Archaeology, Indian History, Indian Philosophy, Indology, etc. But these subjects are taken only by a limited number of students. Attempts have been made to interest the students generally in topics of Hindu Culture and Hindu Religion. The Gita lectures started by Mahamana Madan Mohan Malaviya have ever since continued. Under the provisions of the Constitution it is not possible to make the study of Hindu Religion compulsory even for Hindu students of the University. But a good deal has been done in the form of popular lectures on Ramayana, Bhagavat, etc.

To give students insight into the great traditions and lore of the *Rishis*, seminars and lectures by distinguished scholars have been organised. A number of seminars was arranged on Vedas by the University under the leadership of the late Dr. Vasudeo Sharan Agrwal.

The second objective of promoting learning and research, generally in Arts and Science, in all branches, has been given complete effect to.

So far as the third objective is concerned, since its inception the University has been doing all it could to advance and diffuse scientific, technical and professional knowledge, combined with the necessary practical training, as is best calculated to help in promoting indigenous industries and in developing the material resources of the country. Soon after its foundation the University started a Department of Mining & Metallurgy and an Engineering College for training students in Electrical and Mechanical Engineering. It also started studies in Ayurvedic Medicine. Subsequently, it started a Department of Plant Physiology, which, in due course of time, developed into a full-fledged College of Agriculture. The Department of Industrial Chemistry, which imparted education in ceramics and in Industrial Chemistry, has since developed into a full-fledged college of Technology.

Through these Institutions the third objective has been considerably promoted and a large number of students trained in these Institutions is playing an important role in the development of the material resources and economic advancement of the country.

So far as the fourth objective of building up of character in youth by making Religion and Ethics an integral part of University education is concerned, it has always been an important concern of this University. In the past, education in Religion and Ethics was an important instrument. It has, however, been realised that for achieving that objective certain other steps are very necessary, specially when under the new Constitution Religion cannot be made an integral part of University Education. Education in democratic citizenship and training in self-discipline and social service are necessary. Steps are being taken in these directions.

As regards the suggestion of the Committtee for embodying the objectives of the university in greater detail in the Act itself, Section 4A of the Banaras Hindu University Act, as amended, gives in details the powers of the University which clearly bring out the objectives of the University. In view of this, the objectives of the University have not been separately provided for as in the case of Visva Bharati.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June, 1967*].

Recommendation (Serial No. 8) Para No. 25

The Committee do not consider the measures so far taken by the University for improving the standard of education as adequate. The Banaras Hindu University is a residential University but only about 55 cent of the students reside in the University Hostels. It is therefore incumbent on the University to look after the welfare and standard of education of 45 per cent students who reside outside

the University campus. The Committee would urge that the University should set up a Review Committee to make an assessment of the improvement that has taken place in the standard of education since 1958 and co-ordinate their activities with those of the University Grants Commission whose function it is to raise the levels of University education, firstly to the highest standard obtaining in our own country and, secondly to raise the best attaining in our country to international standards. The recommendations contained in the report on Standards of University Education should merit a close study by the University authorities, so that they may strive and achieve an all-round improvement in the standard of examination and teaching prevailing the University.

REPLY OF GOVERNMENT

The question of raising the standards of the University Education is a complex one. The University feels that it has been able to maintain the standards by restricting admission to better students and by taking care to recruit really qualified teachers. However, it makes no claim to have raised the standard to any appreciable degree. Such raising of standards would seem to depend on a number of improvement not only in the existing system of teaching and examination but also in the social conditions and economic prospects of our educated young men and women. Not only does our examination system stand in need of a thorough overhaul and reorganisation, the mentality of our elders in general and parents and teachers in particular (who are inclined to look backwards to hoary or recent past for inspiration and guidance and are allergic to new ideas and innovations of any kind) too, needs to be changed and transformed. The University is alive to the need of bringing about such change while at the same time fostering a sense of proper patriotic pride in the achievements of our ancestors. However, the achieving of such change partly depends on the lead given, both by precept and example, by the accredited leaders of the nation.

As regards the welfare and standards of education of the students residing outside the campus it may be pointed out that the University has constituted four City Delegacies and appointed Delegacy Wardens to look after the welfare of the students who reside outside the University Campus. A 'City Students' Home' has been provided in the University Campus for the conveniences of the non-resident students. A great many non-resident students reside with their parents in the City.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June,* 1967.]

Recommendation (Serial No. 20) Para No. 37

The Committee regret that such a state of affairs as mentioned in the Banaras Hindu University Enquiry Committee Report in conducting examinations was allowed to develop and to continue without attracting any notice from the University authorities, the University Grants Commission or the Education Ministry.

The Committee feel that the prestige of the degree and the dignity of the University are closely linked with the manner and method in which examinations are conducted by it.

REPLY OF GOVERNMENT

The University has been aware of the observations of the Banaras Hindu University Enquiry Committee. There is considerable difference of opinion as to how far the remarks of that Committee were justified. The University has been taking all possible care to maintain its standard.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June, 1967*]

COMMENTS OF THE COMMITTEE

The Committee hope that the University will continue to maintain a high standard in so far as conducting of examinations in concerned.

Recommendation (Serial No. 21) Para No. 38

The Committee are surprised to learn that for all these years, the Banaras Hindu University had no Controller of Examinations.

REPLY OF GOVERNMENT

Prior to the year 1951 *i.e.* prior to the commencement of the B.H.U. (Amendment) Act, 1951, the Registrar was Incharge of Academic matters and of Examinations. Administrative matters were under the charge of the Pro. Vice-Chancellor.

The Registrar was directly incharge of the Examinations and he was assisted by an Assistant Registrar. As a matter of fact he was functioning as the Controller of Examinations.

After the commencement of the B.H.U. (Amendment) Act, 1951, the duties and responsibilities of the Registrar increased tremendously, and it became necessary to provide assistance to him for conducting the Examinations. The Assistance of a Senior Teacher was requisitioned for some years and ultimately a post of Controller of Examinations was created, and was filled in the year 1960.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June, 1967*]

Recommendation (Serial No. 22) Para No. 39

The Committee note that the University has taken steps to eliminate the malpractices in the matter of examination referred to in the Report of the Banaras Hindu University Enquiry Committee.

The Committee understand that the University Grants Commission appointed a Committee on Examination Reform which recommended the desirability of periodically testing students and of maintaining a record of assessments made. It also suggested that the class or tutorial work of the students should be regularly evaluated and some credit given for it in the final examination.

While noting that the sessional work is taken into account in the final examination, the Committee find that in some of the courses as high as 600 to 800 marks have been allotted for sessional and tutorial work. The Committee feel that without very strict scrutiny and care, this may lead to undesirable consequences. They would urge that the University/University Grants Commission should ensure that the marks for the sessional work are allotted on the basis of merit only. It may also be ensured that the unhappy position regarding the conduct of the examinations, as pointed out by the Enquiry Committee, does no longer exist in the University.

The Committee in this connection would like to reiterate the recommendation made in para 42 of their Eighty-Second Report (Third Lok Sabha) on the Ministry of Education—University of Delhi.

REPLY OF GOVERNMENT

The Academic Council has already appointed an Examination Reform Committee which is taking into consideration the recommendations of the University Grants Commission and the Education Commission. This Committee is considering all the aspects of examinations including distribution of sessional marks, conduct of examinations, internal assessment. It has already met thrice and the report will be finalised shortly.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June, 1967*].

COMMENTS OF THE COMMITTEE

The Ministry may furnish a copy of the Report of the Examination Reform Committee, after its finalisation.

Recommendation (Serial No. 23) Para No. 42

The Committee note the observations made by the Enquiry Committee regarding selection of teachers. They also note that since then the procedure for selection of teachers has been streamlined.

The Committee, however, regret that even then the same has not uniformly and properly followed. Selections have been made of Readers and Lecturers even when the requisite number of experts were not present in the meeting, even though it was in violation of the rules. The Committee note that during the last three years, there were four cases where conflicting views were expressed by the Executive Council and the Selection Committee over the choice of some teaching staff. The Committee would stress that greatest possible care should be exercised in the recruitment of teaching staff, as this has got a direct bearing on the standard of teaching in the University and maintenance of discipline. The Committee note that in the Banaras Hindu University (Amendment) Bill, which is now pending before the Lok Sabha, a provision has been made for associating the Visitor's nominee with every Selection Committee.

REPLY OF GOVERNMENT

The University is fully conscious of the desirability of having experts on every Selection Committee as laid down by the Act and Statutes. It has, however, been found by experience that it is extremely difficult to get suitable experts, selected from all over India, to agree to come to Varanasi on particular date. As a result of this, meetings of Selection Committees have had often to be postponed to the detriment of the needs of the University. Sometimes it has happened that the experts after agreeing to be present have not come. In such cases, meetings are held even if one expert is present in the case of selection for the posts of Reader and Lecturer and two experts are present in the case of Selection for the post of Professor. Since no quorum is prescribed under rules, this practice is permissible.

It may be stated here that under the B.H.U. (Amendment) Act, 1951 the Selection Committee for every teaching post included a nominee of the Visitor. This provision was however deleted in the B. H. U. Amendment Act (1958). It has been restored by the latest amendment (1966).

[*Ministry of Education O.M. No. F1-18/66-U2, dated 30th June, 1967*].

Recommendation (Serial No. 24) Para No. 43

The Committee note that the pay scales of teachers in the engineering and technological colleges do not compare favourably with those available in the Indian Institutes of Technology. The Central Universities are not thus able to attract and retain the services of well qualified teachers.

The Committee fail to find any justification for such discrepancies in the pay scales of teachers employed in educational institutions directly under the control of the Union Government and hope that these will be removed at an early date.

The Committee have already commented on this subject in the recommendation contained in para 45 of their 82nd Report on the Ministry of Education—University of Delhi.

REPLY OF GOVERNMENT

With effect from 1st April, 1966, the following revised pay scales have been introduced in the Central Universities:

Professor—Rs. 1100—50—1300—60—1600.

Reader—Rs. 700—50—1250.

Lecturer—Rs. 400—40—800—50—950.

In addition, upto 1/3rd of the strength of Professors can be placed in the scale of Rs. 1600—100—1800.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June,* 1967].

Recommendation (Serial No. 25) Para No. 44

The Committee feel that there is an urgent need for relieving the Heads of Departments of routine administrative work so that they can devote more time for the planning and direction of research and teaching. The Committee are aware that this is more or less the practice in all educational institutions. The Committee hope that the Ministry of Education and the University Grants Commission will be able to tackle this problem and suggest suitable remedies.

REPLY OF GOVERNMENT

Prima facie, the University is inclined to accept the recommendations of the Committee, but its actual implementation may involve difficulties as to how far the Head of a Department can be relieved

of his administrative responsibilities. The question is a difficult one and needs to be carefully studied. The University authorities will apply their mind to the question.

[*Ministry of Education O.M. No. F1—18/66—U2 dated 30th June 1967.*]

COMMENTS OF THE COMMITTEE

The Committee hope that a way will be found to relieve heads of departments of routine administrative work as far as possible.

Recommendation (Serial No. 26) Para No. 45

The Committee find that the teacher-student ratio in science and technological units in the Banaras Hindu University is fairly higher than in arts units. They feel that the position should rather be just the reverse. The Committee like to stress that in science and technological sections, students should receive greater attention of the teachers and hope the position would be rectified.

REPLY OF GOVERNMENT

The teacher-student ratio in the Colleges of Engineering, Science and Technology has improved since 1964-65 for which figures were supplied to the Estimates Committee. The University would like to point out that there is a fundamental difference between the requirements of the Science and Technological students on the one hand and the Arts students on the other. The former have plenty of opportunities of coming into contact with the teachers in their practical work in the laboratories. The Arts students have no such opportunities, and therefore, special care has to be taken to introduce a tutorial scheme to bring the teachers and students more into contact.

[*Ministry of Education O.M. No. F1—18/66—U2 dated 30th June 1967.*]

Recommendation (Serial No. 42) Para No. 61

The Committee suggest that before any expansion of the post-***graduate classes of the Women's College is undertaken, the University Grants Commission should try to ascertain whether the post-graduate teaching of women can be done jointly with the boys as is being done in most other Universities. The Committee further hope that in case separate post-graduate classes for girl students are de-***

cided upon, the University Grants Commission may appoint a Visiting Committee with a view to see to what extent the facilities for under-graduate courses of studies created in the College during the Third Five Year Plan have satisfied the requirements and whether any further expansion of the activities of the College is called for.

REPLY OF GOVERNMENT

There is no proposal now to start post-Graduate Courses in the Women's College in any subject except Home Science. The scheme for starting Post-Graduate Courses in Home Science has been included in the Fourth Plan. Arrangement for Post-Graduate teaching in Home Science does not exist in any other College of the University and it can be started only in the Women's College.

[*Ministry of Education O.M. No. F1—18/66—U2 dated 30th June* 1967.]

Recommendation (Serial No. 44) Para No. 64

The Committee are unhappy that there are different standards for admission of students in University Colleges and affiliated Colleges in the Banaras Hindu University. The Committee suggest that steps should be taken by the University to bring the standards for admission in the affiliated Colleges at par with those of University Colleges.

REPLY OF GOVERNMENT

The University agrees with the Committee as to the desirability of having uniform standards of admission. But it also recognises that there is bound to be a certain amount of difference because only those who are not admitted to the University Colleges will seek admission to the affiliated Colleges.

[*Ministry of Education O.M. No. F1—18/66—U2 dated 30th June* 1967.]

Recommendation (Serial No. 47) Para No. 68

The Committee regret to note that after a lapse of about 7 years, the University has again been rocked by indiscipline twice within the last three months. Occurrence of these strikes is symptomatic of the bad State of discipline in the University and only shows that uneasy peace reigns in the Campus. The Committee regret that university's view of the discipline as 'overtly satisfactory' is only indicative of their complacence and lack of contact with the students.

Considering the delicate and brittle state of law and order in the University the Committee cannot but emphasise the paramount need for maintaining a strict vigilence on the part of the authorities who are responsible for maintaining high academic standards and discipline within the portals of the University. A heavy responsibility also lies on Government and the University Grants Commission who should endeavour to analyse the causes of the malaise, which goes by the name of student indiscipline, and effectively tackle the problem. The Committee understand that the Education Commission is seized with the problem of students' discipline and hope that a satisfactory solution will be evolved in the light of their recommendations.

REPLY OF GOVERNMENT

After the disturbances of 1958 the University has been functioning very smoothly without any trouble. The discipline of the students had been exemplary for over six years. This has been testified by eminent persons who visited the University during this period. There was, however, some trouble during the end of the year 1965 due to the proposed change in the name of the University by the Parliament. The agitation ended as soon as the consideration of the proposed bill in the Parliament was postponed. But its repurcussions continued. During 1966 also there had been some disturbances.

The University feels that these disturbances are not peculiar to this University but are part of the general malaise which has affected the country and needs to be tackled with care by the University as well as by the Government.

The University Grants Commission is already seized of the problem. The recommendations made by the Education Commission are under the consideration of the University Grants Commission. In the light of the recommendations made by the panel of Vice-Chancellors and Educationists which went into the question at great length, the Commission has approved certain programme for which the Government of India has been approached for additional funds. The question of finding funds is under consideration. It is felt that these programmes, if implemented will go a long way in remedying the present situation.

[*Ministry of Education O.M. No. F1—18/66—U2 dated 30th June 1967.*]

Recommendation (Serial No. 48) Para No. 69

The Committee feel that the fact of repeated outbreak of indiscipline among the students is not indicative of the efficient running of Proctorial system and think that there is urgent need for improving and strengthening the working of the proctorial system in the Banaras Hindu University. The Committee also suggest that University Grants Commission should undertake periodical reviews of the working of the proctorial system in all the Central Universities so that the deficiencies noted therein could be removed.

REPLY OF GOVERNMENT

The Proctorial System which was reorganized in 1958 has been working satisfactorily. Arrangements have been strengthened again after the last disturbances and now the University is working quite smoothly despite disturbances in other places of the State.

The Committee on Students Welfare has also recommended the strengthening of the Proctorial System in Universities. The Report of the Committee has been accepted by the University Grants Commission and is being circulated to the Universities. In respect of the Central Universities the position will be reviewed as and when necessary.

[*Ministry of Education O.M. No. F1-18/66-U2, dated 30th June,* 1967.]

Recommendation (Serial No. 51) Para No. 72

The Committee would suggest that the State Government who are levying taxes on the residents within the University Campus should be approached to contribute towards the improvement of water supply, drainage, roads, electricity etc. in the University campus.

REPLY OF GOVERNMENT

The University agrees with the suggestion of the Committee but wishes to state that the University approached the State Government several times in the past to contribute towards the improvement of water supply, drainage, roads, electricity, etc., in the Campus. The University has so far failed to get any assistance from the State Government in this respect. A request will again be made to the State Government.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June,* 1967].

COMMENTS OF THE COMMITTEE

The Committee suggest that Central Government through University Grants Commission will persuade the State Government concerned to render necessary assistance to the University.

Recommendation (Serial No. 52) Para No. 73

The Committee note that the number of scholarships at present awarded to the students of Banaras Hindu University is not adequate and many deserving students do not get them. The Committee suggest that the University Grants Commission should consider the question of increasing the number of scholarships not only in the courses of Technology but in other non-technical courses as well.

REPLY OF GOVERNMENT

Limitation of funds has been the reason for not increasing the number of scholarships. Subject to availability of funds increase in the number of scholarships in 1967-68 to the Banaras Hindu University will be considered. A committee has also been appointed to look into the question of scholarships in the Central Universities.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June*, 1967.]

Recommendation (Serial No. 53) Para No. 74

The Committee are much concerned about the inordinate delay that takes place about the receipt of sanction letters in respect of Government of India and other scholarships. The Committee would like to stress the importance of quick disbursement of scholarships which have a direct bearing on the financial resources available to the students and as such delay in disbursement is likely to affect their academic course. The Committee would also like that the entire procedure for the disbursement of scholarships should be reviewed by the University Grants Commission so that the scholarships may be disbursed every month or at the latest every quarter.

REPLY OF GOVERNMENT

Payment of scholarship for the entire financial year is made in advance in April/May to the university for disbursement to scholars every month, on receipt of requisite statements from the University about the scholars working there. Similarly in respect of new scholars seleced by the University in the beginning of each year.

the Commission now places a lump sum amount at Rs. 1,500 per scholarship at the disposal of the University in July/August for payment to them on monthly basis. Further grant required by the University is sanctioned on receipt of a statement of accounts in respect of utilisation of the amount released earlier.

[*Ministry of Education O.M. No. F1-18/66-U2 dt. 30th June 1967.*]

Recommendation (Serial No. 65) Para No. 92

The Committee are distressed to note that there are heavy shortfalls in expenditure on the Second Five Year Plan Schemes so much so that the University could only utilise a sum of Rs. 83,39,296 against the total sanctioned grant of Rs. 2,10,24,016 i.e. only about 40 per cent of the sanctioned amount; and the balance had to be carried forward to the Third Plan period. The spill-over from the Third Plan to the Fourth Plan period in respect of Third Five Year Plan schemes is comparatively less than that of the previous Plan, but it is still large inasmuch as a sum of Rs. 63,29,900 out of Rs. 2,78,19,394 will have to be carried forward.

The Committee are unhappy that the practice of carrying forward important works from one Plan period to another has persisted in almost all the Central Universities. The Committee can hardly overemphasise that every effort should be made to complete the outstanding schemes within the Plan period itself. The Committee suggest that a phased programme may be drawn up in advance for implementation of schemes to be included in the Fourth Plan so that the factors which have hampered the progress in the current and previous plans do not holdup the progress of work in the next plan.

Reply of Government

The reasons for the non-utilisation of the grants within the stipulated period were:—

GRANTS FOR BUILDING PROGRAMMES:

1. Delay in getting the C.P.W.D.'s approval to the plans and estimates.

2. Shortage of cement, iron and other building materials.

3. Shortage of wagons for transportation of materials for construction.

GRANTS FOR EQUIPMENT & BOOKS:

1. Non-availability of import licences.

2. Difficulties in getting foreign exchange. Equipment and books could also not be purchased without having the building accommodation completed and made ready for use. Some of the staff sanctioned under the scheme could also not be appointed without providing building, equipment etc.

The University has been taking all steps to complete the schemes as early as possible. The present progress is satisfactory.

It may however be submitted that drawing up of phased programmes alone will not solve the problem because of the unforeseen circumstances which develop from time to time.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June, 1967.*]

COMMENTS OF THE COMMITTEE

The Committee have no doubt that with proper planning the University will be in a position to overcome the bottlenecks that arise from time to time, and be in a position to execute the schemes without delay.

Recommendation (Serial No. 76) Para No. 103

The Committee feel that in view of the increased work load of the public works department and the increased outlay expected during the Fourth Plan period, a review of staff position of the Public Works Department of the University is called for. The Committee would suggest that while designing for buildings for the University, special attention should be paid to their architectural lay-out, so that the University complex presents a consistency and harmony of architectural style in conformity with the spirit and tradition of the Banaras Hindu University.

REPLY OF GOVERNMENT

The lay-out plan of the University was prepared by the promoters of the University after very long and careful deliberations. The buildings were also designed and built in a beautiful Indian style showing a glimpse of Indian Architecture.

The founder of the University desired to maintain the Indian style in all the buildings of the University. Even when the Nizam of Hyderabad donated a sum of Rupees five lakhs in 1946 for the construction of a hostel in the University, it was agreed that the building would be constructed on the style of the other old hostels only.

There has however been a departure in this during the recent years. The buildings which have been constructed during the last ten years are not in harmony with the old buildings. Certain superstructures and tower etc. have been eliminated in order to minimise the expenditure.

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June, 1967.*]

Recommendation (Serial No. 77) Para No. 104

The Committee have been pained to note that in many respects the high idealism and abjectives which inspired Malaviyaji for the foundation of this University, have not been fulfilled and it cannot be claimed to-day that students reading in, or coming out of this University, generally speaking, make a distinctive type of students or citizens.

REPLY OF GOVERNMENT

Reference is invited to the replies to Sl. No. 2 (para 14.)

[*Ministry of Education O.M. No. F1—18/66-U2 dated 30th June, 1967.*]

Recommendation (Serial No. 80) Para No. 107

The Committee have with regret, to note that neither the residential character nor the purpose of the residential University ha been fulfilled. The Committee note that about 45 per cent of the University students live outside the campus over whom it could not be said that there is proper or adequate supervision. Even within the campus the standard of discipline has not proved to be satisfactory.

REPLY OF GOVERNMENT

The University has been constantly endeavouring to provide more and more hostel accommodation with a view to achieve fully its residential character. But as has already been stated in reply to Serial No. 54 of Appendix XI of the Report, many students live

with their parents and guardians in the City and therefore it is not possible to make the University completely residential unless such students are compelled to reside in the University campus.

[*Ministry of Education O.M. No. F*1-18/66-*U*2, *dated* 30*th June,* 1967.]

Recommendation (Serial No. 81) Para No. 108

The Committee have already suggested that for the non-residential students strict watch should be kept over their residence and accommodation. Those students who are not staying with their parents or any bonafide guardians should be put in approved hostels within the city in the charge of wardens with adequate facilities and amenities provided in those hostels. The Committee feel that this arrangement should continue till the authorities can provide more hostel accommodation within the University campus. The Committee would like to emphasise that student indiscipline, very often is the result of a sense of frustration and lack of healthy outlet of their spare energy and lack of socially beneficial opportunities to utilise their spare time. Hence the provision of proper ammenities and facilities along with proper guidance and contact is an essential item for fostering a sense of discipline.

REPLY OF GOVERNMENT

Attention is invited to the replies to Serial No. 54.

[*Ministry of Education O.M. No. F*1—18/66-*U*2, *dated* 30*th June,* 1967].

CHAPTER IV

RECOMMENDATIONS IN RESPECT OF WHICH REPLIES OF GOVERNMENT HAVE NOT BEEN ACCEPTED BY THE COMMITTEE

Recommendation (Serial No. 7) Para No. 24

In view of the fact that India has a long history, cultural heritage and a tradition of friendly relations with neighbouring Asian and African countries, the Committee recommend that concerted steps should be taken to foster cultural relations with as many Asian and African countries as possible and systematic attempts should be made to encourage more and more students from Asian and African countries to seek admission in the Banaras Hindu University by instituting fellowships, if necessary.

The Committee also feel that there is an imperative need for teaching some of the South-East Asian languages in this University. In this connection, the Committee would like to reiterate the recommendation made in para 48 of their Report on the Ministry of Education—Visva-Bharati University.

The Committee also suggest that efforts should be made to attract eminent teachers from South-East Asian and Middle East countries like Ceylon, Burma, Thailand, Indonesia, Iran, U.A.R. etc.

REPLY OF GOVERNMENT

The table given on page 20 of the report will show that the number of foreign students from Thailand and Nepal is on the increase.

The University has also increased the accommodation for foreign students. An International Hostel has been constructed with better facilities.

As regards the introduction of the South-East Asian Languages, it may be stated that since the year 1952 itself the University has been trying to introduce courses of study in these languages. A scheme was submitted and a grant of Rs. one lakh was sanctioned for starting an Institute of Asian Languages. The grant was however withdrawn subsequently.

With regard to languages and customs of East and South East Asian countries, the University quite appreciates the recommendation and will be glad to implement the same.

[*Ministry of Education O.M. No. F1-18/66-U-2 dt. 30th June,* 1967]

COMMENTS OF THE COMMITTEE

The Committee reiterate the recommendation that there is an imperative need for teaching some of the South-East Asian languages in this University. Necessary funds should be provided for this purpose. The Committee may also be informed why the grant of Rs. one Lakh sanctioned for starting an Institute of Asian Languages was subsequently withdrawn.

Recommendation (Serial No. 46) Para No. 67

If it is contended that the students from the University Schools joining the University Colleges can help in improving the standard of students, the Committee feel that the purpose is unlikely to be achieved if the intake of such students in the University Colleges is as low as indicated in the table given in para 67 of the Report. So far as the standard of education is concerned, the Committee feel that unless the staff of the University take teaching work in the schools. and develop and maintain even non-academic contacts with students of the Schools, the real purpose of maintaining the Schools under the University will not be served.

REPLY OF GOVERNMENT

The recommendation of the Committee is not feasible. Only a small number of the University students are taken from the Schools attached to the University. These schools are maintained by the University for historical reasons.

[*Ministry of Education O.M. No. F1-18/66-U-2 dt. 30th June,* 1967]

COMMENTS OF THE COMMITTEE

The Committee reiterate their recommendation on the subject and stress the need for closer liaison between the University on the one hand and the School maintained by the University on the other.

CHAPTER V

RECOMMENDATIONS IN RESPECT OF WHICH FINAL REPLIES OF GOVERNMENT ARE STILL AWAITED.

Recommendation (Serial No. 5) Para No. 22

The Committee are unhappy to note that the Banaras Hindu University authorities did not seriously consider the suggestions of the Banaras Hindu University Enquiry Committee, the Committee of the Vice-Chancellors' of the Central Universities and the University Grants Commission on the question of weightages given to the wards of the employees of the University and instead several times reiterated their insistence to maintain the practice. The Committee cannot but disapprove the practice of reserving quotas for admission on 12 extraneous grounds as shown in the statement given in para 22 of the Report without any relation to merit as such a practice has a deleterious effect on the standards of university education. The Committee recommend that admissions should as far as possible be on the basis of merit and the practice of giving weightage to the wards of the employees of the University or ex-students of the University or students passing out of the constituent and affiliated colleges of the University should be discontinued.

The Committee would also like to refer to the following passage in the Report of the Standards Committee:

> *"In the interest of standards, it is of the utmost importance to adopt a bold and imaginative policy in respect of admission of students to university courses. Current practices lead to a great many students, who are neither emotionally nor intellectually prepared for higher education, entering the universities. There are several ways in which a more careful selection of a student could be made such as approving only such students as have secured a fairly high percentage of marks at the school examinations or special weightage being given to marks in important subjects like languages and mathematics. A consideration of their cumulative record at school or a viva-voce or written test is also desirable. Each university will have to identify*

by investigation over a number of years the particular method or combination of methods which is likely to yield the best results."

The Estimates Committee are in full agreement with the above observations of the Standards Committee and would stress the need for making admissions more selective and strictly controlled.

REPLY OF GOVERNMENT

The University has stated that while giving weightage in the matter of admissions to the wards of employees etc., the standards are not being lowered. No one who does not satisfy the minimum qualifications laid down for admission is admitted to the University even though he may belong to the category for which weightage is given. Further, the total percentage of the number of sons and daughters of the employees and old boys of the University is between 2-3 per cent.

In view of the above, the University wishes to continue the present system of weightage in the matter of admission for wards of employees and old boys of the University.

Government propose to take up the matter with the University authorities again with a view to persuading them to alter their policy in regard to this matter.

[*Ministry of Education O.M. No. F1-18/66-U-2 dt. 30th June*, 1967]

COMMENTS OF THE COMMITTEE

The Committee may be informed whether the matter has been taken up again with the University authorities, and if so, with what results.

Recommendation (Serial No. 10) Para No. 27

The Committee note that the Centre of Advance Study in Philosophy (Indian) in the Banaras Hindu University which started functioning only from July, 1964 is expected to prepare source books pertaining to individual philosophers like Sankara, Ramanuja, Nagarjuna etc. The Committee feel that the list of subjects mentioned even though it may not be intended to be exhaustive, is not wide enough and should cover all the six schools of Hindu Philosophy including the writings of Kapila, Jaimini and others as also of the different schools of Budhist and Jaina Philosophy. The Committee further hope that this centre may also take interest in the preparation of the

source materials of Panini and other grammarians who followed him, the Hindu Linguistics and Sayana, the most famous commentator of the Rig Veda.

The Committee also feel that the University Grants Commission should undertake a review of the achievements of the Centre in due course in order to see whether the Centre is able to function as a lively national and international forum for philosophical training and research.

The Committee would also like to refer in this connection to the study of Jaina Philosohy which forms a very important part of Indian culture and philosophy. There are some universities which may be emotionally or traditionally attached to the study of Hindu, Islamic, Sikh or Budhist philosophies but there is hardly any University which makes a special study of Jaina philosophy or thought. In this connection, the Committee would like to draw the attention of the Government to the recommendation of the Estimates Committee contained in para 41 of their Eighty-Third Report (1964-65) on the Ministry of Education—Visva Bharati University.

The Committee also recommend that along with the study of Jaina Philosophy a systematic study of the Prakrit language and literature should also be undertaken.

The Committee hope that it will be possible for the Centre of Advance Study in Philosophy in the Banaras Hindu University to offer facilities for study and research for a limited period to selected teachers from abroad and other Indian universities (including affiliated colleges).

REPLY OF GOVERNMENT

The recommendation of the Estimates Committee together with the views of the Banaras Hindu University is proposed to be placed before the Advisory Committee on Centres of Advanced Study for consideration when it meets next.

An assessment Committee was appointed by the University Grants Commission to visit and report on the work of the Centre of Advanced Study. A copy of the Report of the Committee is attached. (Appendix I).

[*Ministry of Education O.M. No. F1-18/66-U-2 dt. 30th June, 1967*]

COMMENTS OF THE COMMITTEE

The Ministry may intimate final action taken by Government with regard to implementation of the recommendations of Assessment Committee appointed by University Grants Commission.

Recommendation (Serial No. 16) Para No. 33

The Committee hope that in pursuance of the recommendations made for re-organising or setting up departmental libraries, facilities in these libraries will be improved further and new departmental libraries will be set up wherever they have not been started as yet.

REPLY OF GOVERNMENT

The recommendation is being considered by the Library Re-organisation Committee, appointed by the University.

[*Ministry of Education O.M. No. F*1-18/66-*U*2, *dated* 30*th June*, 1967.]

COMMENTS OF THE COMMITTEE

The Ministry may intimate the final action taken by Government on the Committee's recommendation.

Recommendation (Serial No. 18) Para No. 35

While the Committee note that the University Library has taken steps to minimise the losses of books and reference materials from Library, they feel unhappy that the last complete stock verification of Library was done as late as 1960-62.

The Committee suggest that stock verification should be done at least once in two years. About the losses of books from the Library, the Committee suggest that it should be impressed upon the users that any loss of book is apt to handicap both the students and teachers in the pursuit of their studies.

The Committee further suggest that for obviating losses of books the University Library should depend more on the good sense of users than on stringent and restrictive measures in this regard.

REPLY OF GOVERNMENT

The suggestion is being considered by the Library Re-organisation Committee constituted by the University.

[*Ministry of Education O.M. No. F1-18/66-U-2 dt. 30th June,* 1967]

COMMENTS OF THE COMMITTEE

The Ministry may intimate the final action taken by Government on the Committee's recommendation.

Recommendation (Serial No. 29) Para No. 48

The Committee have been informed that no evaluation has been made of the usefulness of the Extension Lectures by this University.

The Committee suggest that an evaluation should be made of these extension lectures, and if the results achieved are encouraging they should be extended to other places also.

REPLY OF GOVERNMENT

The University has been organising extension lectures every year, but the attendance has not been very encouraging. Some lectures in these series have also been published by the University.

[*Ministry of Education O.M. No. F1-18/66-U-2 dt. 30th June,* 1967]

COMMENTS OF THE COMMITTEE

The Ministry may intimate action taken by Government on second part of the Committee's recommendation regarding evaluation of extension lectures.

Recommendation (Serial No. 35) Para No. 54

As the number of students coming for specialised subjects like Sociology is not expected to be many and as for the maintenance of standard of teaching, a certain minimum number of qualified teachers will have to be appointed, the Committee feel that for specialised subjects like Sociology, Anthropology, Linguistics etc., the University Grants Commission should evolve co-ordination amongst different universities—somewhat on regional basis. The Committee hope that the University Grants Commission will consider the development of the study of Sociology in the Banaras Hindu University after examining the facilities for the study of Sociology in other universities in the region and nearabout.

REPLY OF GOVERNMENT

The recommendation of the Estimates Committee in regard to the development of the study of Sociology in the Banaras Hindu University had been brought to the notice of the Visiting Committee which considered the schemes of the University for the Fourth Plan. The recommendation of the Visiting Committee are yet to be considered by the University Grants Commission.

[*Ministry of Education O.M. No. F*1—18/66-*U*2, *dated* 30*th June*, 1967].

COMMENTS OF THE COMMITTEE

The Ministry may intimate the final action taken by Government on the Committee's recommendation.

Recommendation (Serial No. 37) Para No. 56

The Committee suggest that the installation of neutron generator should be taken up on a priority basis by the University Grants Commission and that necessary steps should be taken for sanctioning the building project for the installation of neutron generator at an early date so that equipment does not lie idle.

REPLY OF GOVERNMENT

Earlier when the proposal of the Banaras Hindu University for installation of a neutron pulse generator was referred to the Department of Atomic Energy, they had stated that a separate building for housing the generator was not necessary. Therefore, no sanction for construction of a building for this project was issued by the University Grants Commission.

The neutron generator was to be lent to the University by the Atomic Energy Establishment in connection with certain research projects submitted to the Establishment by Dr. A. R. Verma to be conducted at the Banaras Hindu University which was approved by them. In June, 1956 the Atomic Energy Establishment informed the Banaras Hindu University that the fabrication of the generator had to be abandoned because of the migration of the Expert working on it and had therefore, expressed its inability to supply the same.

The University is proposing to approach the University Grants Commission for the generator as well as accommodation for it. The

proposal when received in the Commission will be considered on merits.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June,* 1967].

COMMENTS OF THE COMMITTEE

The Ministry may intimate the final action taken by Government on the Committee's recommendation.

Recommendation (Serial No. 38) Para No. 57

The Committee hope that departmental workshops, commensurate with the research and teaching requirements of the departments concerned, will be established in all the science departments early. The Committee suggest that the departmental workshops should be planned in such a way that overlapping in the works in different workshops is avoided.

The Committee stress that the Central Workshop as well as the departmental workshops should be equipped fully as early as possible.

The Committee also suggest that the feasibility of developing manufacturing techniques at the workshops should be examined.

REPLY OF GOVERNMENT

The feasibility of having a Central Workshop to meet the requirements of scientific and technical equipments will be examined.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June,* 1967].

COMMENTS OF THE COMMITTEE

The Ministry may intimate final action taken by Government on the Committee's recommendation.

Recommendation (Serial No. 39) Para No. 58

The Committee are distressed to find that a number of posts in the Engineering College and the College of Technology are lying vacant because better qualified teachers are not attracted by the scales of pay offered by the University. The Committee have already commented on the existing disparity in the scales of pay given to the teachers of the Indian Institutes of Technology and the teachers of Engineering and Technological Colleges of the Central

Universities. The Committee need hardly stress that energetic efforts should be made to fill the posts lying vacant in the two colleges.

REPLY OF GOVERNMENT

The Fourth Plan scales approved by the University Grants Commission for the Central Universities are comparable to those in the I.I.Ts. It is now expected that the Banaras Hindu University would be able to attract qualified teachers and fill up the vacant posts.

[*Ministry of Education O.M. No. F1—18/66-U2, dated 30th June, 1967*].

COMMENTS OF THE COMMITTEE

The Ministry may intimate the final action taken by Government on the Committee's recommendation.

Recommendation (Serial No. 41) Para No. 60

The Committee are aware of the low standard of agricultural education in Uttar Pradesh and have referred to that in their 75th Report on the Ministry of Food and Agriculture (Department of Agriculture)—Indian Council of Agricultural Research. The Committee have however noted that the Agricultural College under the Banaras Hindu University is better equipped and has been maintaining somewhat better standard. The Committee feel that to maintain proper standard of teaching, the Agricultural College of Banaras Hindu University would require more farm lands and also more teachers. The Committee hope that the proposal for the development of the College on these lines will be sanctioned and implemented at an early date.

The Committee also hope that the University Grants Commission in their Reviewing Committees will also look into the question of maintaining the standard of agricultural education all over the country including that of the Banaras Hindu University as the Committee feel that this is particularly necessary in view of the urgent need of development of agriculture.

REPLY OF GOVERNMENT

The College maintains a high standard at par with other standard Agricultural Institutions of the country. It has about 200 acres of farm land (though fragmented) and a Dairy herd of nearly 200 animals. Yet the University has been feeling the necessity of providing more lands for the farm of the College of Agriculture. It

has been proposed to acquire about 200 acres of land adjoining the University Campus. The strength of the teachers has now been substantially increased.

The Indian Council of Agricultural Research, an autonomous body is responsible for the maintenance of standards of teaching in Agricultural Colleges in the country. The question of providing grants to the Agricultural College of the Banaras Hindu University for more farm land, teachers and its other development needs is, therefore, being referred to the Indian Council of Agricultural Research for their consideration.

[*Ministry of Education O.M. No. F1-18/66—U2, dated 30th June,* 1967].

COMMENTS OF THE COMMITTEE

The Ministry may intimate the final action taken by Government on the Committee's recommendation.

Recommendation (Serial No. 59) Para No. 80

The Committee feel that efforts should be made by the Central Government/University Grants Commission to persuade the Uttar Pradesh Government to meet at least some portion of the expenditure incurred on the maintenance of the Hospital as bulk of the patients in the Hospitals are non-University persons coming from near about villages of Uttar Pradesh, and providing medical facilities to them is the responsibility of Uttar Pradesh Government.

REPLY OF GOVERNMENT

The matter is under consideration.

[*Ministry of Education O.M. No. F1-18/66—U2. dated 30th June,* 1967].

COMMENTS OF THE COMMITTEE

The Ministry may intimate the final action taken by Government on the Committee's recommendation.

Recommendation (Serial No. 70) Para No. 97

The Committee feel that the Internal Audit System is not functioning properly as is evident from large number of audit objections appearing in the Audit Reports year after year. They cannot but emphasise the imperative need for improving the working of the ernal audit system.

The Committee are unhappy over the delay in the finalisation of Internal Audit Reports. They note that the Internal Audit Report for the year 1961-62 could only be considered by the Executive Council in March, 1964 and the Reports for subsequent years are yet to be ready. The Committee are of the view that the delay in the finalization of these Reports is likely to frustrate the very purpose for which the Internal Audit System has been set up in the University.

REPLY OF GOVERNMENT

The University is conscious of the shortcomings of the Internal Audit System. The question is also under consideration of the University Grants Commission.

[*Ministry of Education O.M. No. F1-18/66-U-2 dt. 30th June,* 1967]

COMMENTS OF THE COMMITTEE

The Committee would stress that the working of the Internal Audit System should be improved without further delay.

FURTHER REPLY OF GOVERNMENT

It will be observed from the reply of the Government that the University is fully conscious of the shortcomings of the internal audit system and that the matter is already under consideration of the University Grants Commission with a view to taking suitable remedial measure in this regard. However, from the comments of the Committee recorded below the recommendation, it appears that this feeling of the Government has not been appreciated. In view of the fact that the matter is already under consideration of the University Grants Commission, the recommendation may be included in Chapter II.

[*Government of India, Ministry of Education letter No. F.* 1-33/67-*U2 dated February* 9/12, 1968.]

NEW DELHI;

24th February, 1968.
Phalguna 5, 1889 (*Saka*)

P. VENKATASUBBAIAH,

Chairman,
Estimates Committee.

APPENDIX I

(*Vide* Governments reply to Recommendation Serial No. 10 Para 27)

Report of the Assessment Committee to the Centre of Advanced Study in Philosophy, Banaras Hindu University

An Assessment Committee consisting of the following members was appointed by the University Grants Commission to visit and report on the progress of work of the Centre of Advanced Study in Philosophy at Banaras Hindu University.

(1) Prof. A. R. Wadia
(2) Prof. J. N. Chubb
(3) Shri K. L. Joshi
(4) Dr. D. Shankar Narayan

Prof. A. R. Wadia and Prof. J. N. Chubb visited the Centre at Banaras on the 14th November, 1965. The other two members of the Committee however, could not visit the centre owing to unavoidable circumstances.

The members visited the Centre of Advanced Study and had discussions with Prof. T. R. V. Murthy, Head of the Centre and other staff members in the Department of Philosophy and also with the University authorities.

The University Grants Commission recognised the Department of Philosophy, Banaras Hindu University as a Centre of Advanced Study in March, 1964 and sanctioned certain non-recurring and recurring grants to enable the department to intensively take up studies on Indian Philosophy, Comparative Logic and Comparative Religion. Although the sanction of the Commission was conveyed early in 1964, the Centre could not immediately recruit staff to the various academic and non-academic posts sanctioned. As such the effective functioning of this Department as a Centre of Advanced Study is for about 10 to 12 months only. At the initial stages the Centre has had to encounter a few difficulties mainly owing to the delays in the matter of recruitment of academic staff as well as administrative and other technical staff. Similar difficulties have been encountered by the Centre in the matter of procurement of

some of the essential equipment required in connection with its work. Several of the posts including that of a professor, a reader and junior and senior research—fellowships are yet to be filled. Nevertheless the Centre has, including the staff of the Department of Philosophy, a total strength of one Professor, five Readers, six Lecturers, a Research Associate, two Senior Research Fellows, three Junior Research Fellows working at present on various research projects and participating in the teaching activities of the department. The centre is making its efforts to fill the post of a Professor, a Reader, a Research Associate and Senior Research Fellowships. The University has not yet been able to provide to this centre any administrative staff although necessary funds for this purpose have been sanctioned by the Commission. The Centre has been able to select people from different parts of the country as well as to award its research fellowships to persons coming from other countries like Mauritius, Italy and Japan.

Against a building grant of Rs. 2·00 lakhs approved by the Commission, the University has only recently prepared plans and estimates for taking up this construction. We were given to understand that some of the usual procedures prevailing in the University in the matter of purchase of equipment as well as books and journals have been responsible for the delays in the Centre obtaining its essential requirements. The Committee, would like to suggest that the University may simplify its procedures so that the Centre may be in a position to obtain books and equipment required by it with the least possible delay. Some of the essential furniture required by the Centre has been ordered but has not yet been received. Accordingly the funds made available have been used very little so far.

The academic activities taken up by the Centre mainly relate to intensive study of classical philosophical work both Indian and Western. Towards this end the centre has held two seminars in which the research scholars and teachers of not only the Department of Philosophy but also from College of Indology participated. During the current year the Centre has taken up for study another important Vedanta text—the Advaita Siddhi with special reference to the 'Concept of Appearance' in the Advaita Vedanta. Special series of lectures have been delivered on 'problems of religious languages' and during the current year series of lectures on the 'Philosophy of Heidegger' and on the 'Philosophy of Prof. K. C. Bhattacharya' are being organised. The Centre also proposed to publish these series of lectures. Holding of seminars on important philosophical topics has been undertaken as a regular programme

of this centre. During the year 1964-65 a two-day Seminar on the "Concept of Philosophy' was held and six major speakers from various Universities presented papers. This seminar was attended by about 30 scholars and teachers from different parts of India. The papers read at the seminar are being edited and published. During the current year the centre proposes to organise two such seminars—one on 'Language and Reality' and the other on 'Vedanta and Buddhism', the first of them in early December, 1965.

The foreign visitors to the Centre during the past two years included Dr. J. F. Staal, Professor of General and Comparative Philosophy University of Amsterdam and Editor of 'The Foundation of Languages'. He was a visiting Professor at the Centre for a period of two months in August-September, 1965 and delivered a series of lectures on the 'Problems of Language and Logic'. Dr. R. H. L. Slater. Emeritus Professor, Centre for the Study of World Religions, Harvard University, U.S.A. is expected to arrive at the Centre as a visiting Professor beginning November, 1965 upto February, 1966. He will deliver a series of lectures on 'World Communities and World Religions'. The Centre expects a visit in early January by Prof. Hartshorne, a reputed philosopher from U.S.A.

The specific research project undertaken by the Centre relates to the preparation of source books in Indian Philosophy. This study is expected to result in about 10 or 12 volumes in due course. Immediately the senior staff have taken up studies relating to Philosophy of Shankara and Philosopny of Nagarjuna, Saiva Siddhanta Philosophy and Yogacara Vijnanavada. The Centre has also undertaken the publication of a few other works and the doctoral theses of scholars from the Centre.

Prof. Murthy was invited to attend the Fourth East-West Philosophers' Conference as a Panel Member at the University of Hawaii in June-August 1964. He also participated in the XI International Congress of the International Association for the History of Religions held at Claremont (Los Angeles) California in September 1965. He also was invited to deliver lecture at the Universities of Saugar, Visva-Bharati and Andhra. Some of the staff of the Centre also participated in the Indian Philosophical congress session in Madras in December, 1964 and read papers.

While the committee notes with satisfaction the various activities undertaken by the Centre during the past 12 to 14 months, the Committee would like however to mention that the centre should appoint its full strength of staff and develop a coordinated plan of research on various aspects of philosophy.

The Committee would also like to draw the attention of the University Grants Commission to the prevailing duplication of work and research efforts between the Centre of Advanced Study in Philosophy and the College of Indology. The College of Indology of the Banaras Hindu University also has a department of Indian Philosophy and Religion as distinct from the Department of Philosophy of the University which has been recognised as a Centre of Advanced Study. The work done by both the departments is of similar nature although not identical. Particularly it may be mentioned that at the post-graduate level, five out of the eight papers taught by the two departments are identical. Further most of the research students take up subjects pertaining to Indian thought both in the Department of Philosophy and in the Department of Indian Philosophy and Religion at the College of Indology. Some arrangement has been made with regard to optional papers in Vedanta, Buddhism, Saiva Siddhanta etc., commonly between the two departments. However with regard to compulsory papers in Indian and European Philosophy, there is duplication. This duplication seems to have resulted only recently. One of the members of the Committee discussed this with the Head of the Department of Indian Philosophy and Religion at the College of Indology. As a result of this discussion, it became apparent that there is distinctly duplication of lecture work at least in the field of Comparative Religion and to some extent in the field of Indian Metaphysics and Indian Epistemology. For this kind of duplication and to some extent overlapping is attributed mainly to the different needs of the two departments both as regards the extent of coverage and duration of the teaching of these subjects. The Committee would like to stress that with more cooperation between these two departments it should be possible to avoid such duplication to the mutual benefit of both the departments, both in efficiency and economy. The Committee would like to suggest the following:—

(1) The Centre should make more serious efforts to function as an All-India centre by attracting scholars and research workers from different Universities. The Indian Universities may be notified of the existence of the special facilities at this Centre so that interested scholars, lecturers and other teachers could come to this centre for taking up advanced work for short periods. The University should provide suitable accommodation to such visiting scholars.

(2) The Centre seems to be under the impression that it could take up publication of philosophical texts resulting from the work done all over India. It needs to be mentioned here that the funds available for this purpose should be mainly used for publishing the

important contributions made by the staff of the Centre. It should not take upon itself the responsibility of publishing material not directly connected with the research programmes undertaken by it and in which no contribution is made by the staff of the Centre.

Similarly the funds available under the Heads 'Travels' and 'Seminars' should be used for purposes of attendance only at such seminars where the persons actually contribute original papers. These funds should not be used for attending conferences and other travels etc.

The University should devise methods to speedily procure to the Centre essential books and other material required by it rather than insisting on all orders being placed through the usual channel.

It is most desirable that in the matter of recruitment of the senior as well as research staff to the Centre, the Head of Centre is associated in an effective way.

It may be advantageous if the two departments of Philosophy could be brought together so that the two groups could jointly contribute to the working of the centre and the department in a more effective way and also be in a position to make better contributions to Indian Philosophy.

The Committee would also like to point out that the field of Comparative Religion, which is one of the fields of activity assigned to the Centre, has not been properly developed. It seems there is very little demand on the part of students in the Department of Philosophy for the subject of Comparative Religion. There is a much greater demand for it in the College of Indology.

Nevertheless the Centre has at present a visiting Professor from abroad who gave a weekly lecture in Comparative Religion. This question it seems is tied up with the other wider question of amalgamation or greater cooperation of the two Institutes—the Centre and the College of Indology.

In case the two departments were to remain separate, though in close cooperation the subject of Comparative Religion, could perhaps be done better at the College of Indology, utilising also the services of Reader in Comparative Religion in the Centre. In case this subject needs to be developed at the Centre, it would seem desirable that a few of the permanent staff as well as some of the fellowship at least 1/3rd of the total number available at the Centre are specifically earmarked for recruiting people in the field of Comparative Religion. The library funds available to the Centre should

also be equally well utilised for obtaining books in the field of Comparative Religion.

There are no significant additional demands made by the Centre immediately during the Fourth Plan particularly with regard to the academic staff. If the Centre were to fill up all the staff sanctioned during the third plan and organise its work, it should be possible for them to make significant contributions. However, the centre would need a few more fellowships and scholarships so as to be able to attract qualified scholars in increasing numbers as 'floating staff' from other Universities to undertake research in different aspects of Indian thought, Comparative Religion and Philosophy. The demands in this direction relate to three additional junior research fellowships and two research scholarships and increasing of the national scholarships available at the Centre from three to six. All the scholarships should be shared in a suitable way both in the field of Indian Philosophy and in the field of Comparative Religion. The Centre would also require a recurring grant of about Rs. 10,000 for the purchase of books and journals.

Finally the Committee hope that with the leadership available at the Centre and with the appointment of the full strength in the course of next few months, the Centre would be able effectively to organise its teaching and research programmes and be able to attract scholars from other Universities to benefit from the facilities created at the Centre of Advanced Study in Philosophy, Banaras Hindu University. The efforts at present being made for collaboration with the other two centres in Philosophy at Visva-Bharati and Madras will yield better results if the academic programmes are strengthened and each of the Centres concentrated in a specific field of activity.

APPENDIX II

Analysis of the action taken by Government on the recommendations contained in the 100th Report of the Estimates Committee (Third Lok Sabha)

1.	Total number of recommendations .	83
2.	Recommendations that have been accepted by Government (*vide* recommendations No. 1, 3-4, 6, 9, 11-15, 17, 19, 27-28, 30-34, 36, 40, 43, 45, 49-50, 54-58, 60-64, 66-67, 68, 69, 71-75, 78-79, 82 and 83 included in Chapter II).	
	Number	48
	Percentage to the total	57.8%
3.	Recommendations which the Committee do not desire to pursue in view of Government's reply (*vide* recommendations No. 2, 8, 20, 21, 23, 24, 25, 26, 42, 44, 47, 48, 51, 52, 53, 65, 76-77, 80 and 81 included in Chapter III) . .	
	Number	21
	Percentage to the total . .	25.3%
4.	Recommendations in respect of which replies of Government have not been accepted by the Committee (*vide* recommendations No. 7 and 46 included in Chapter IV).	
	Number	2
	Percentage to the total . . .	2.4%
5.	Recommendations in respect of which final reply of Government is still awaited (*vide* recommendations No. 5, 10, 16, 18, 29, 35, 37-39, 41, 59 and 70 included in Chapter V). . .	
	Number	12
	Percentage to the total . . .	14.5%

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Sl. No.	Name of Agent	Agency No.
27.	Bahree Brothers, 188, Lalpatrai Market, Delhi-6.	27
28.	Jayana Book Depot, Chapparwala Kuan, Karol Bagh, New Delhi.	66
29.	Oxford Book & Stationery Company, Scindia House, Connaught Place, New Delhi—1.	68
30.	People's Publishing House, Rani Jhansi Road, New Delhi.	76
31.	The United Book Agency, 48, Amrit Kaur Market, Pahar Ganj, New Delhi.	88
32.	Hind Book House, 82, Janpath, New Delhi.	95
33.	Bookwell, 4, Sant Narankari Colony, Kingsway Camp, Delhi-9.	96
	MANIPUR	
34.	Shri N. Chaoba Singh, News Agent, Ramlal Paul High School Annex, Imphal.	77
	AGENTS IN FOREIGN COUNTRIES	
35.	The Secretary, Establishment Department, The High Commission of India, India House, Aldwych, LONDON, W.C.—2.	

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